BICYCLE PEDESTRIAN PATH ADVISORY COMMITTEE
AGENDA

Wednesday, February 12, 2025 8:15-9:30 AM **2nd Floor Conference Room**
3 Washington St, City Hall

Members:

Sam Jackson, Chair
Dr. Rowland Russell, Vice Chair
Ed Haas, Councilor
Autumn DelaCroix
Dwight Fisher
Jan Manwaring
Michael Davern
Charles Redfern, Alternate
Diana Duffy, Alternate
Janelle Sartorio, Alternate

1) Call to Order, Roll Call, Welcome
2) Election of Chair & Vice Chair
3) January 8, 2025 Minutes
4) Safety and Outreach
   a. Plan discussion and Budget requests
   b. Map Project Update
5) Regular Project Updates
6) Volunteer Opportunities
   a. Yield Counts, Bike Rack Census and Bicycle/Pedestrian Counts
7) Old Business
   a. Wayfinding Updates
   b. Website
8) New Business
   - Items to be included for next meeting
9) More Time
   Continued Bike Racks Discussion
   Community Bike Share
   Public Art and the Trails Updates
10) Adjournment
    Next meeting date – March 12, 2025

City of Keene
New Hampshire

BICYCLE AND PEDESTRIAN PATH ADVISORY COMMITTEE MEETING MINUTES

Wednesday, January 8, 2025 **8:15 AM** **2nd Floor Conference Room, City Hall**

Members Present:
Samantha Jackson, Chair
Rowland Russell, Vice Chair
Dwight Fisher
Councilor Edward Haas
Jan Manwaring
Diana Duffy, Alternate
Charles Redfern, Alternate

Staff Present:
William Schoefmann, GIS Coordinator
Carrah Fisk-Hennessey, Director of Parks and Recreation
Bryan Ruoff, City Engineer

Members Not Present:
Michael Davern
Autumn DelaCroix
Janelle Sartorio, Alternate

1) Call to Order, Roll Call and Welcome

Chair Jackson called the meeting to order at 8:25 AM. Mr. Dwight Fisher introduced himself as a new member. He previously resided in Keene from 1987-2000, when he moved away, but has since returned. He spends time bicycling, is an avid tourist cycler, and spends a lot of time in the saddle.

2) Approval of December 11, 2024 Minutes

With no corrections, Chair Jackson motioned to approve the minutes and received a second from Dr. Rowland Russell. With all in favor and no opposition, the minutes from December 11, 2024 were adopted.

3) Adoption of the 2025 Meeting Schedule

With no opposition, Dr. Russell moved to adopt the 2025 calendar schedule and was seconded by Mrs. Jan Manwaring. With all in favor, the motion was approved.

4) Safety and Outreach

A) Plan Discussion and Budget Requests

Chair Jackson invited Councilor Haas to provide an update. Councilor Haas stated he would like to see each member take on something and add it to the table. Previously, there was discussion about outreach to the bike shops to serve as a liaison to the bike shop.

Councilor Haas invited others to contribute ideas. He thought the website could serve as a home for developed materials. Dr. Russell wanted to point out that there was nothing on the list for pedestrian safety and outreach and believed there was a need for that. He noted that Mrs. Manwaring has done a great job highlighting pedestrian safety features or issues over the years. He suggested some outreach, including hiking and walking groups. Councilor Haas agreed, saying they are all pedestrians and that more attention must be paid to sidewalk development when it comes. Councilor Haas asked members if anyone would take on items and volunteered to take on Norm's Bike Shop.

Dr. Russell added that safety and outreach as part of the downtown infrastructure also need to reach pedestrians to help them understand the rules and their role within that new matrix.

Chair Jackson recognized Mr. Chuck Redfern. Mr. Redfern noted that he is on the Monadnock Alliance for Sustainable Transportation, which comes out of the Southwest Regional Planning Commission, and Pathways for Keene. Dr. Russell added that he is on Monadnock Outdoors, a consortium of groups that support outdoor recreation. He suggested adding Monadnock Outdoors to that list.

Ms. Diana Duffy was unsure where this chart would go but felt it did not speak for the entire group. She questioned whether the group was covered if this document was to get out. Mr. Schoefmann understood that buy-in is key and becomes inert if people do not feel they have the capacity. Councilor Haas responded, saying that this was simply a trial effort. She appreciated that clarification and offered to be a League of American Bicyclists (LAB) contact and provide updates. Dr. Russell suggested changing the word "desires" to "proposes" in the document.

Mr. Redfern supported the monthly reporting. He shared that he is part of Pathways for Keene and MAST, and so far, the communication has been one-way, with him reporting what BPPAC is doing. Dr. Russell liked the idea, but expressed concern about time on the committee given the already lengthy running agenda. He proposed that updates from those groups be sent to Mr. Schoefmann for inclusion in the packet, and any questions could be addressed in the meeting. Mr. Redfern expressed concern regarding the additional burden on Mr. Schoefmann. So long as people stuck to a minute-long update, Mr. Schoefmann did not see challenges in adding it to the meeting.

Mrs. Manwaring asked that Mike Davern's group, the New England Mountain Bike Association, be added to the list. It was determined that Mr. Davern is no longer president and that it is now Josh Foote. With no other volunteers offering to take on additional groups, Councilor Haas agreed to start with the MAST, Monadnock Outdoors, Pathways for Keene, and Norm's Ski and Bike Shop for the first report-out during the next BPPAC meeting in February.

Chair Jackson asked if there was additional commentary on budget requests and provided a quick recap for the newer members. Money was to be put towards a tent and a banner for events. Mr. Schoefmann asked if anyone had ideas of what they wanted on it, what it should look like, or whether staff should attempt a design. Ms. Duffy wondered if there was a process for tasks like

this and noted that she was concerned about it being a waste of time and effort. Mr. Schoefmann explained that for the previous banner, he and Councilor Haas had drafted it based on the group's input of what should be on there. The idea was then presented to the communications team, which created an initial draft. It was sent to print after being brought back to the group and receiving additional input and subsequent changes.

Councilor Haas reassured that they would not come up with anything outrageous and that communication would ensure it fits the City of Keene standard. Mr. Schoefmann explained that in terms of logos, the group is relatively hamstrung by the City's branding. Ms. Duffy reminded the group that they had the LAB certification, which could include the City logo and branding.

Mr. Schoefmann suggested reviewing the banner previously created by Councilor Haas for Bike Week. Mr. Redfern noted that Beeze Tee's and Gem Graphics are good local businesses for printing banners.

Mr. Schoefmann noted that within safety and outreach, one of the things he does not see is events. At the last meeting, he reminded the group of his previous suggestion to tie each budget request item to something tangible within the plan. He suggested changing the wording to reflect that the items are related and to be used at or for events and include some metrics. Dr. Russell clarified that it is not only attending events, but also events that the BPPAC might put on. He also felt outreach was a good addition since he did not see it on the table. Mr. Schoefmann asked if they intended to formalize the table for the next meeting, to which the group agreed. Mr. Schoefmann suggested trying and said the answer may be from various departments. Chair Jackson suggested combining the bottom two rows into one item. Dr. Russel suggested combining them and calling them education and outreach. Councilor Haas told members to watch for something circulating, add their comments, and they will pull together a final draft to be voted on at the next meeting in February.

B) Map Project Update

Mr. Schoefmann provided an update, saying that creating a double-sided regional/Keene-centric map has been quite an endeavor. Southwest Regional Planning Commission made the regional side. Mr. Redfern had copies of both maps that were passed around. He noted that Southwest gathered substantial information, with a commendable effort to align the data with the Rail Trails. This includes effectively matching locations and key features benefiting the trail system. On the Keene side, the conversation shifted toward the broader trail system, which consists of various connectors not strictly part of the Rail Trail network. While the Rail Trails are significant features in the Keene area, there is a greater emphasis on the multi-use trail system overall. Additionally, parking information and waypoints for the trails have been included in the materials, offering further support for trail users. Including these practical details was appreciated, as it will help guide users more effectively along the routes.

Dr. Russell commended the effort. Mr. Redfern commended Mr. Schoefmann and Henry Underwood of Southwest Regional Planning Commission for their work on this, saying that it has been no small effort.

Mr. Schoefmann provided an update on the trail system maps, noting that the Keene side of the map is more simplified. The waypoints along the trail system remain visible on the map, ensuring important locations are highlighted. Additionally, Mr. Schoefmann acknowledged the support of sponsors prominently featured on the map. Special recognition was given to Mr. Redfern, who played a key role in fundraising for the project. Thanks to Mr. Redfern's efforts, $2,200 was raised in a single day for the initial print run of the maps. Mr. Schoefmann also mentioned that some adjustments must be made to the map key and other elements. Some minor details, described as "stragglers," must be cleaned up to refine how the information is presented.

Mr. Schoefmann asked Mr. Fisher if he wanted to comment. Mr. Fisher said the first thing that jumped out at him was Goose Pond, and while he knows that it is highly used, he would not send casual riders there on some of those trails. From what he could tell from the map, Stonewall Farm appeared to have less developed trails, stating that those are mountain bike trails, and anything they could do to delineate that it is not a paved trail or that it becomes dirt would be good. Mr. Schoefmann responded that the map key shows those unpaved trails, but stated that he understood Mr. Fisher's point. Mr. Schoefmann said a possibility might be to change the line to dotted or to take away the bolding. Mr. Fisher felt that was important given that these would be available to tourists. Locals generally know this information, but tourists will not. He suggested trying to make it as straightforward as possible.

Dr. Russell agreed and thought this would also apply to Stearn's Hill. He suggested using a color code. Mr. Schoefmann believed the better way to go, and an easy one that would address Mr. Fisher's point would be to remove the bolding to delineate between the primary versus secondary trails.

Mr. Schoefmann explained that some things need to be changed, including the waypoint listings, which will be shrunk down in size. He is still trying to determine if he can fit the packing list on the map. Mr. Redfern asked if there was a plan to include the QR codes. Mr. Schoefmann responded that he believed the map would be a standalone item.

Dr. Russell knew these would be available in stores, but asked if they would also be available in the kiosks. Mr. Schoefmann shared that Mr. Bohannon had reached out to him inquiring about the possibility of using the map as the map on the kiosk, which Mr. Schoefmann felt was doable. Dr. Russell followed up to ask if that included the regional map. Mr. Schoefmann was unsure, but felt that would be something the BPPAC would need to push. Using a smaller regional map or QR coding it to a website might be possible, but Mr. Schoefmann explained that a problem with public QR codes is scams.

Dr. Russell said the argument he would make for including the regional map in some form is to promote regional ecotourism by connecting bike riders to nearby trails. This could enhance awareness of local routes and encourage more visitors to explore the area, supporting economic and recreational growth. He added that if concern about the safety of QR codes was an issue, you could include a small sentence saying, "For more information about regional trails, visit our website."

Chair Jackson asked if there were any other thoughts on the map. Numerous members commended Mr. Schoefmann, Mr. Fisher, and Mr. Underwood for their work on it. Referring to the local map, Mr. Fisher noted that on Drummer Hill, there is a main line due north of Timberline Drive that has not been ridden in a long time and is showing up. He offered to go into the trails in that area to see if any of the trails in that area are worth keeping and to update Mr. Schoefmann on his findings. Mr. Redfern noted that there are time constraints to get these items to the printer.

Regular Project Updates

C) Downtown Infrastructure Project (Railroad Square)

Councilor Haas shared that at the MSFI meeting, the proposed bike shelter for Railroad Square was removed due to a lack of clarity regarding its design, size, location, and purpose. Concerns about its use, including being mistaken for a homeless shelter, were raised. A recommendation was made for BPPAC to develop a well-defined proposal for the shelter, ensuring it meets community needs and expectations. Councilor Haas asked Mr. Ruoff if he was summarizing it correctly. Mr. Ruoff said he felt it was a fair assessment.

Mr. Ruoff shared that the proposed bike shelter for Railroad Square remains under consideration, but has been shifted to an alternative status in the project. The lack of consensus and clear direction about its design and use led to its removal from the base bid. However, it may still be included if funding becomes available, as the Council discussed keeping it as an optional component. Feedback and further definition will guide its development to ensure it fits the space and community needs.

Councilor Haas explained that Railroad Square is in the plan's second year, which gives them little time to nail down the particulars. Chair Jackson shared that her understanding from the minutes was that the Council was more amenable to the idea if it had more pedestrian amenities than if it was just a bicycle amenity. Including pedestrian amenities in the proposed bike shelter is a good idea. A comparable example is the bike shelter at the Rec Center, which she believed also functioned as a bus stop with a bench. The envisioned design—a simple overhead structure without side protection—offers limited shelter from wind and rain. To the Council's note on homeless individuals using that as protection space, she did not feel it would attract those individuals in the mass and felt the concern might be overstated.

Chair Jackson recognized Ms. Duffy. Ms. Duffy noted that the covered parking garage is a block away and asked if there was potential to take two parking spaces within the garage to place an attractive bike rack. Mr. Schoefmann said there have been attempts at that before. He noted the

first hurdle is the concern of taking parking away. He said getting promotional material out is going to be key. Ms. Duffy responded that if the issue were being covered, there would be covered spaces already accessible. In a previous meeting, she referenced Chair Jackson's comment about the existing model. She did not feel it necessary to reinvent the wheel.

Chair Jackson pointed out that both parking garages have issues with theft, particularly wheel theft. She felt the lack of visibility and the garages' covering contribute to the opportunity and ease with which the thefts occur.

Mr. Redfern felt that while bike shelters are beneficial, bike lockers are increasingly important, especially for high-value bikes like e-bikes and premium manual bikes, which can cost thousands of dollars. Traditional locks are vulnerable to theft, making secure storage critical. BPPAC has previously discussed bike lockers, and he felt they should be considered for future infrastructure projects, such as the new parking garage. Advocating for bike lockers would address security concerns and support the growing demand for safe bike storage.

Councilor Haas felt they might have more success advocating for a bike locker than a bike shelter because it eliminates all of the council’s concerns. He acknowledged that it was a higher cost, but it might be worth it if it eliminates all other problems or issues.

Chair Jackson recognized Dr. Russell, who suggested that collaborating with the Food Co-op could be an alternative, if the bike shelter is not included in the Railroad Square plan. Placing the shelter near the back, where the rail trail passes, could benefit the Co-op while remaining accessible for public use.

Chair Jackson recognized Ms. Duffy. Ms. Duffy highlighted the fact that language matters when discussing bike infrastructure. The term "bike shelter" might evoke different perceptions depending on the context or design, potentially triggering concerns about the unhoused. Similar problems could arise with bike lockers, but addressing misconceptions proactively and being prepared to educate the public is essential. The choice of words and communication strategy can significantly influence how such projects are received.

Chair Jackson recognized Mr. Fisher, who asked whether the bike shelter is intended for long-term or short-term parking. He also inquired about the target users for these parking spots, questioning whether they are meant for residents who will leave their bikes for extended periods or for casual users who park temporarily when visiting downtown. He requested a definition of "long-term" in this context.

Councilor Haas responded that the Council obliged the building owner to provide bicycle storage and that the parking garages are for short-term use. Mr. Fisher raised concerns about the effectiveness of covered parking for short-term use, questioning what the shelter would protect against, as bikers can manage with rain gear and seat covers. He emphasized that proximity to destinations is likely more important to bikers than covered parking. He also cautioned against

prematurely building infrastructure before attracting bikers, noting that such facilities can become neglected over time. Additionally, he questioned whether the shelter would genuinely appeal to owners of expensive bikes, as they prefer keeping their bikes in sight rather than leaving them in a sheltered area.

Dr. Russell agreed with Mr. Fisher's idea and suggested placing a regular bike rack in the proposed location instead of immediately installing a shelter. This would allow for monitoring usage through their census to better understand demand before committing to a shelter.

Councilor Haas emphasized the need for a clear recommendation on the project, urging the group to either finalize their proposal or postpone the decision. If a firm recommendation is to be made, it should include a specific plan, such as a design or image of the shelter, or a proposal from Parks and Recreation.

Given the limited time left in the meeting, Chair Jackson opted to table the discussion to be continued in the February meeting.

D) Other

Chair Jackson asked Mr. Schoefmann for an update. Mr. Schoefmann shared that, regarding sidewalks, he still needed to get the CIP schedule in front of the BPPAC members. He offered to share that via e-mail before the following February meeting. He felt they had already touched on the Downtown Infrastructure Project in the meeting, but he asked Mr. Ruoff if there was anything else he would like to add.

Mr. Ruoff suggested that before the next meeting, he could prepare a plan showing potential locations for bike racks based on the direction in which most racks will be mountable, with a few movable ones. He believes this plan could help refine the locations and gather feedback during the following discussion.

Dr. Russell mentioned that tomorrow's FOP meeting will discuss a proposal to delay the downtown infrastructure construction for a year. He noted that this delay could impact the inclusion of protected bike lanes, as rising costs may lead to removing them from the budget. He encouraged everyone to attend, as the meeting could be the last opportunity for public input on the construction delay. The meeting will be held at 6:00 PM in the Council Chambers tomorrow (Thursday).

Mr. Ruoff explained the project timeline, noting that bidding would occur in April or May of this year if the project proceeds without delay, with construction starting in the fall. If delayed, bidding would happen in November, with construction pushed to spring 2026. He emphasized the importance of discussing a clear plan with the Committee on Thursday night so everyone is aligned on the next steps.

Councilor Haas clarified that the discussion is about delaying the bidding process, not the project itself. He maintained that the plan was to bid first and assess the costs before deciding on any

delay. However, if the bidding process isn't ready to proceed, delaying it would open the door for adjustments to the project.

Dr. Russell expressed confusion, wondering how delaying the bid would not affect the start of construction and that the situation did not make sense to him. Mr. Ruoff clarified that if the Council votes to delay the bid, the bidding process will be pushed to November. This delay is intended to avoid dealing with price increases or contract changes. He plans to meet with Don before the meeting to ensure this is communicated during the discussion.

Councilor Haas confirmed that the current direction is to bid in March or April and begin construction in May. This timeline could change, but it's the established plan. He noted that the proposal to delay construction for a year is on the table, and the FOP meeting on Thursday will recommend this to the full Council. Public input will not be accepted during the full Council meeting next week.

5) Volunteer Opportunities

A) Yield Counts, Bike Rack Censure, and Bicycle/ Pedestrian Counts

6) Old Business

A) Wayfinding Updates

Mr. Schoefmann said it sounded like Mr. Bohannon would be reaching out on that.

Councilor Haas asked Mr. Ruoff if he had the bullet point he had offered to bring to the last meeting. Mr. Ruoff responded that he may have jumped the gun in the previous meeting and would have more details after today's meeting with DOT. He explained that four communities submitted an intent to file, and the DOT meeting is mandatory to ensure participants can follow through. After the meeting, Mr. Ruoff said he plans to send the specifics to the Chair and Mr. Schoefmann. He emphasized the importance of receiving the group's support letter before submitting the grant application on January 28th. Mr. Ruoff offered to help draft the letter if needed.

Mr. Schoefmann asked which phase of the Transportation Heritage Trail Project this was. Mr. Ruoff clarified that phase two consisted of replacing the bridges. Mr. Schoefmann explained that TAP (the Transportation Alternatives Program) is a federally funded program managed by New Hampshire DOT. A new round of applications is open, and a letter of support is needed for the project discussed. He emphasized the importance of timing, noting that the committee needs to provide direction to write the letter before the January 28th deadline, as the committee won't meet again until February. This is critical for the phase two bridge replacement portion of the project.

Dr. Russell motioned that the Committee authorize the Chair to draft a letter of support for the TAP Heritage Trail Phase Two grant application. Councilor Haas seconded the motion, which was unanimously approved.

Mr. Ruoff shared that the full Council has approved the crosswalk at Pearl Street, although the specific design is still to be determined. The plan is to use leftover parts from the upper Winchester Street project to install a flashing beacon for the Pearl and West Street crosswalks. The crosswalk is expected to be put in place during the spring; however, the expenditure for this project will require approval from the FOP Committee.

Mr. Schoefmann shared that some of the scuttlebutt at the meeting involved a potential area of refuge. Mr. Ruoff clarified that incorporating an area of refuge for crossings is not feasible as part of the current work, but is already planned as part of the West Street reconstruction project. The goal is to create a haven in the center of the road, allowing pedestrians to cross multiple lanes of traffic safely.

Mr. Ruoff announced that the Marlboro Street Corridor project will go out to bid in the next couple of weeks, and NH DOT plans to review it. The project includes part of the Transportation Heritage Trail, a key focus. He mentioned that Phase 1 of the trail is moving forward, with discussions about repairing or replacing stone culverts adjacent to the trail to prevent future issues. He also noted that the City Appraiser has completed the necessary easement appraisals.

Regarding materials for the trail, he asked for feedback on whether the group prefers stone dust or crushed stone/fine gravel for the path. Stone dust hardens like concrete, while crushed stone would make it easier to pave later. He sought input on which material the group favors for future adaptability.

Mr. Ruoff explained that the project is being bid with a paved path as the primary option and stone dust as the backup, if funding is unavailable. He clarified that if paving occurs later, the trail must be mixed with gravel to provide a strong base for the pavement. He asked for the group's preference on the material for the trail, as he was trying to gauge opinions on whether stone dust or another material is preferred.

Dr. Russell asked whether there was potential for the pavement to be accepted in Phase 2 if it was not accepted in Phase 1 of the project. Mr. Ruoff responded that it would be possible. In that case, it would make more sense to do what is the least costly.

Mr. Fisher inquired about the long-term maintenance costs of gravel versus pavement. Mr. Ruoff explained that once stone gravel sets up after exposure to rain, it hardens like concrete and requires much less maintenance. Gravel may need occasional supplementation, while paved paths, though great initially, tend to require more repairs as they age.

Mr. Fisher provided an example of the trail between Wheelock Park and Court Street, estimated to be about 50 years old. He acknowledged that the best trail, like the one between West Street and the golf course, uses tightly packed stone dust, which performs well overtime, likened to a "superhighway."

The "Safe Streets for All" resolution was approved by the full Council and will be a formal document soon. South Winchester Street is in its preliminary design phase, with public meetings expected to be held in late spring or early summer. Sidewalk replacement projects are ongoing, with a plan to potentially purchase a sidewalk paver to handle repairs in-house, therefore bypassing the CIP. Upper Winchester Street is expected to be completed in the next few months. Parks and Rec are planning to rehab pedestrian bridges this fiscal year. A new project is underway for a downtown parking structure, and Mr. Ruoff is seeking input on locations that could benefit from bike lockers or bike parking.

Mr. Ruoff suggested that bike lockers or racks in parking garages would be a practical option, providing easy, covered space. He plans to forward this idea to Mr. Schoefmann for the next meeting.

Ms. Carrah Fisk-Hennessey shared that progress is being made on the Goose Pond Stewardship Committee's project in collaboration with Engineering Staff and the Public Works Department. They plan to build a spillway bridge, providing access so people don't have to walk or ride through the water. The bridge will be approximately 82 feet from the spillway, offering both water access and a dry path. She expressed excitement about the project.

B) Website

Mr. Schoefmann forwarded the content members wanted to be added to the website to the communications team. Hopefully, they will work to get that updated and taken care of before February.

Councilor Haas asked if they could invite the communications team to the next meeting. The intent would be to discuss ways in which the BPPAC can reduce the burden on them, given the challenge of creating a website.

7) New Business

Items to be included for the next meeting.

8) More Time

A) Continued Bike Racks Discussion
B) Community Bike Share
C) Public Art and The Trails Updates

9) Next Meeting: February 12, 2025

10) Adjournment

With no further business, Chair Jackson adjourned the meeting at 9:37 AM.

Respectfully submitted by,
Amanda Trask, Minute Taker

Reviewed and edited by,
Megan Fortson, Planner
Will Schoefmann, GIS Coordinator

BPPAC Project Updates 2025 **JANUARY** ITEMS WITH UPDATES

Project	PRIORITY	Master Plan Project #	Status	Budget *		Schedule			Updates (status changes and project notes)
				Cost	Status	Start	Finish	Status	
Master Plan	HIGH	P17	Submitted	City Staff $50K	N/A	July 1 2024	August 1 2025	Behind	CIP Project to complete the plan in 2024/5. Staff beginning to draft RFP for release in FY'25.
Complete Streets	N/A	N/A	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. Street Markings included in Flyover collection
Bike Racks	HIGH	P21	Working	N/A	N/A	ongoing	N/A	N/A	**Downtown Bike Rack Inventory Document sent to City Council accepted as Informational. Downtown Infrastructure Project covered bike parking in Railroad Square discussion in January. Downtown Rack Census in 2025? Updated Count forms and map distributed.**
Appel Way Trail Paving	HIGH	P7	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	Spring 2023	N/A	N/A	Engineering division of DPW is managing this grant opportunity. **Report out from Steering Committee in September, earliers likely adoption by Council in November via MSFI.**
NHDOT TAP Grant 2018 - Marlboro Street	HIGH	BE22	Working	$674K	Over	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 being re-bid due to no bids within budget.**
Safety and Outreach	N/A	N/A	Working	N/A	N/A	Ongoing	N/A	N/A	Topics for Safety and Promotion of other Bike/Ped Initiatives via outreach. May Bike Event Banners; E Bikes; Downtown Bike Lanes. **Policy recommendations to Bike Lane Policy Committee**. **Policy Recommendations heard by MSFI in September. Next step is PLD with a draft ordinance. Safety/Outreach Plan and Budget Requests in works. Two sided Map Update - consideration to be utilized for kiosk maps**
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	Renewal process concluded and includes data gathering for a report/application. Keene awarded Silver Status with it's renewal effort. Eeport card to be reviewed at future meeting. **Promotion to be included on Banner for Bike Month**.
Sidewalks	N/A	N/A	Submitted	CIP	Even	Spring 2022	N/A	On Schedule	2025 CIP sidewalk projects will be added for next meeting
Downtown Infrastructure Project (MAIN STREET)	HIGH	P14	Planning	CIP	Even	Summer 2023	Fall 2028	N/A	Final recommendation from City Council via MSFI includes widened sidewalks and protected bike lanes. Final Design approved by MSFI and City Council - likely to be bid in March '25, late May construction. Phase 1: Central Sq, Church St, Lamson St and Stormwater Utilities on NB Main St between Central Sq/Railroad St. Councilor Filiult request for one year delay of overall project. **Covered Bike Parking now as Bid Alt not in main project bid**
Lower Winchester Street (Roundabout - City Line)	HIGH	P22	Planning	CIP	Even	Summer 2024	Fall 2027	N/A	Planned improvements including sidewalks connecting market place in Swanzey and Route 10/Winchester Street

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Project									
Jonathan Daniels Trail Maintenance	HIGH	P3	Planning	$25K	Even	Summer 2020	2022	N/A	CIP Budgeted in Parks and Rec Trail Maintenace Program.
Wayfinding Signage Facilities and Plan	HIGH	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. **Andy Bohannon meeting with Dr. Russell and Councilor Haas to take first pass at locations to bring to BPPAC for further discussion.**
West Street - Complete Street	MEDIUM	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. **Council request for crosswalk at Pearl/West.**
AMENITIES	HIGH	P21	Working	City Staff, Facility and Maintenance Costs	Under	Planning	N/A	On Schedule	Staff should establish a base line of existing amenities. Types and locations of future amenities should be planned. To include Kiosk/Trailhead facilities, Trailside Facilities such as bathrooms, potable water and tune up stations. Outreach to the artist community to identify spots on the trails for public art will enhance the unique qualities of our system. **TRAIL LIGHTS NOW INCLUDED HERE**
🡻Transportation Heritage Trail 🡻									
THT Phase 1 - CRT Eastern Ave to NH 101 (Transportation Heritage Trail)	HIGH	P1	Working	$ 386,400.00	Over	2024	2025	N/A	Project includes from Eastern Ave - 101 Bridge abutments. **Bidding in Spring 2025. Construction planned for summer/fall 2025. City working on ROW and Easment issues with DOT and Landowners. BPPAC to reviewed trail connection grade issue in November.**
THY Phase 2 - Prowse Bridge - CRT NH 101 Overpass to Stone Arch Bridge (Transportation Heritage Trail)	HIGH	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)	HIGH	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. Updates on safety improvement initiatives from Chuck Redfern.**
THT Phase 4 - Island Street Bailey Bridge - Swanzey Factory Road to Town Line (Transportation Heritage Trail)	MEDIUM	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.
NHDOT Route 101 Improvement Project	HIGH	P23	Planning	NA	Even	2023	2025	On Schedule	NHDOT Project including widening and other improvements to NH Route 101 in the vicinity of the THT and improvements to the intersection of RT 101/Swanzey Factory Rd.

BPPAC Project Updates 2025 **FEBRUARY** ITEMS WITH UPDATES

Project	PRIORITY	Master Plan Project #	Status	Budget *		Schedule			Updates (status changes and project notes)
				Cost	Status	Start	Finish	Status	
Master Plan	HIGH	P17	Submitted	City Staff $50K	N/A	July 1 2024	August 1 2025	Behind	CIP Project to complete the plan in 2024/5. Staff beginning to draft RFP for release in FY'25.
Complete Streets	N/A	N/A	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. Street Markings included in Flyover collection
Bike Racks	HIGH	P21	Working	N/A	N/A	ongoing	N/A	N/A	**Downtown Bike Rack Inventory Report Document sent to City Council accepted as Informational. Downtown Infrastructure Project covered bike parking in Railroad Square discussion at February MSFI meeting Proposed bike rack locations for the Downtown project distributed.**
Appel Way Trail Paving	HIGH	P7	Planning	$ 104,900.00	Even	2025	N/A	Behind	Appel Way repaving project, CIP Budgeted in Parks and Rec Trail Maintenance Program. **To be consutrcted Summer 2025**
Safe Streets for All Grant	N/A	N/A	Planning	NA	N/A	Spring 2023	January 2025	On Schedule	The 2025 Roadway Safety Plan has been adopted by City Council as of February 5th the scope of the project has been completed.
NHDOT TAP Grant 2018 - Marlboro Street	HIGH	BE22	Working	$674K	Over	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 currently being bid, with a bid opening of March 2025.**
Safety and Outreach	N/A	N/A	Working	N/A	N/A	Ongoing	N/A	N/A	Topics for Safety and Promotion of other Bike/Ped Initiatives via outreach. May Bike Event Banners; E Bikes; Downtown Bike Lanes. **Policy recommendations to Bike Lane Policy Committee**. **Policy Recommendations heard by MSFI in September. Next step is PLD with a draft ordinance. Safety/Outreach Plan and Budget Requests in works. Two sided Map Update - consideration to be utilized for kiosk maps**
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	Renewal process concluded and includes data gathering for a report/application. Keene awarded Silver Status with it's renewal effort. Eeport card to be reviewed at future meeting. **Promotion to be included on Banner for Bike Month**.
Sidewalks	N/A	N/A	Submitted	CIP	Even	Spring 2025	Summer 2025	On Schedule	2025 CIP sidewalk projects are out to bid with a bid opening of early March 2025.
Downtown Infrastructure Project (MAIN STREET)	HIGH	P14	Planning	CIP	Even	Summer 2023	Winter 2028	N/A	Final recommendation from City Council via MSFI includes widened sidewalks and protected bike lanes. Final Design approved by MSFI and City Council - likely to be bid later '25, late Phase 1: Central Sq, Church St, Lamson St and Stormwater Utilities on NB Main St between Central Sq/Railroad St. **Covered Bike Parking now as Bid Alt not in main project bid. Bike Rack Locations from City Engineer. Letter of Support for new RAISE Grant submited.**
Lower Winchester Street (Roundabout - City Line)	HIGH	P22	Planning	CIP	Even	Summer 2024	Fall 2027	Behind	Planned improvements including sidewalks connecting market place in Swanzey and Route 10/Winchester Street

CONTINUED ON NEXT PAGE

Project	PRIORITY	Master Plan Project #	Status	Budget *		Schedule			Updates (status changes and project notes)
				Cost	Status	Start	Finish	Status	
Jonathan Daniels Trail Maintenance	HIGH	P3	Planning	$25K	Even	Summer 2020	2022	N/A	CIP Budgeted in Parks and Rec Trail Maintenace Program.
Wayfinding Signage Facilities and Plan	HIGH	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. **Andy Bohannon meeting with Dr. Russell and Councilor Haas to take first pass at locations to bring to BPPAC for further discussion.**
West Street - Complete Street	MEDIUM	P19	Planning	$ 785,275.00	N/A	2027	2029	On Schedule	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. **Council request for crosswalk at Pearl/West.**
AMENITIES	HIGH	P21	Working	City Staff, Facility and Maintenance Costs	Under	Planning	N/A	On Schedule	Staff should establish a base line of existing amenities. Types and locations of future amenities should be planned. To include Kiosk/Trailhead facilities, Trailside Facilities such as bathrooms, potable water and tune up stations. Outreach to the artist community to identify spots on the trails for public art will enhance the unique qualities of our system. **TRAIL LIGHTS NOW INCLUDED HERE**
🡻Transportation Heritage Trail 🡻									
THT Phase 1 - CRT Eastern Ave to NH 101 (Transportation Heritage Trail)	HIGH	P1	Working	$ 386,400.00	Over	2024	2025	N/A	Project includes from Eastern Ave - 101 Bridge abutments. **Bidding in Summer 2025. Construction planned for summer/fall 2025. City working on ROW and Easment issues with DOT and Landowners. BPPAC to reviewed trail connection grade issue in November.**
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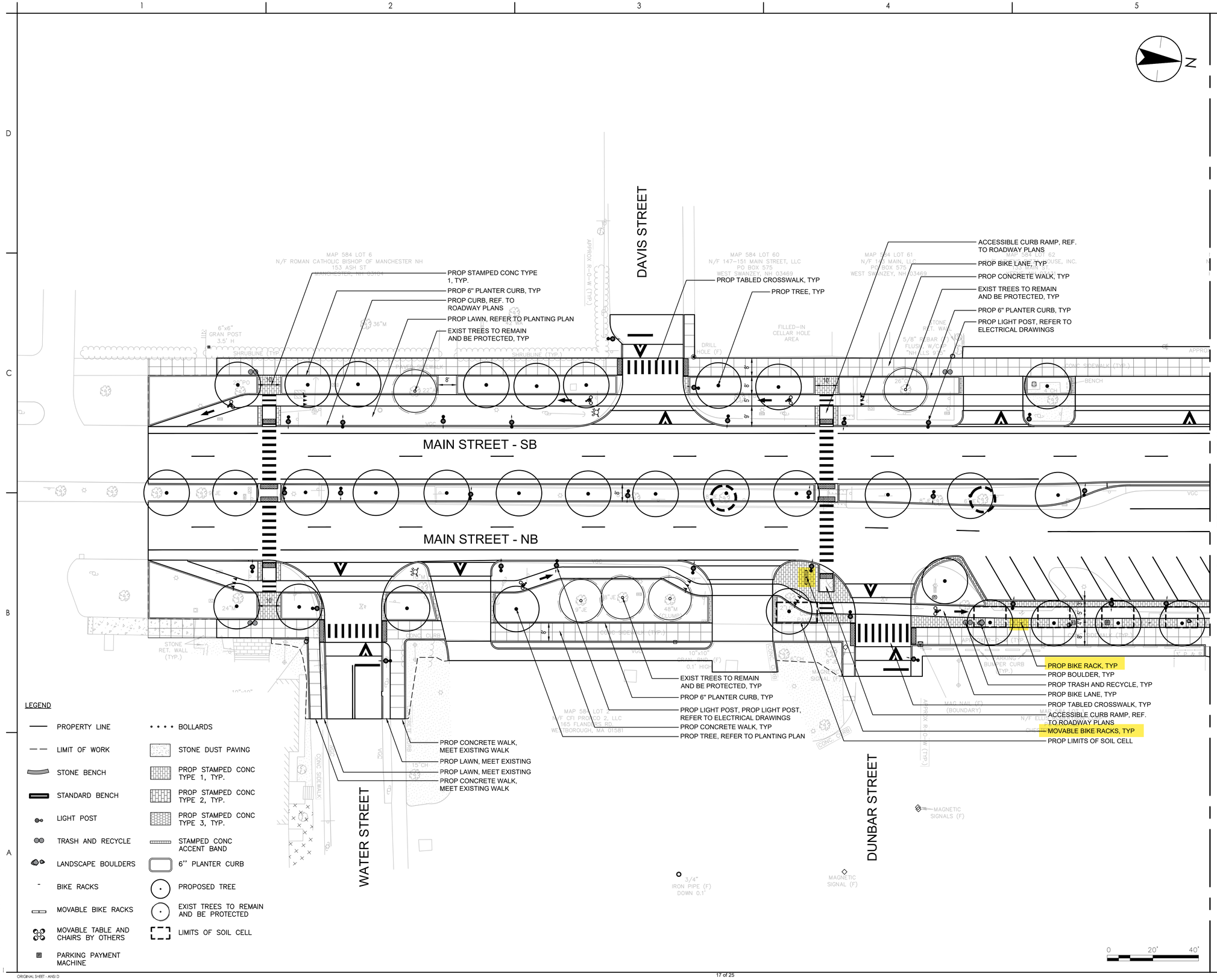

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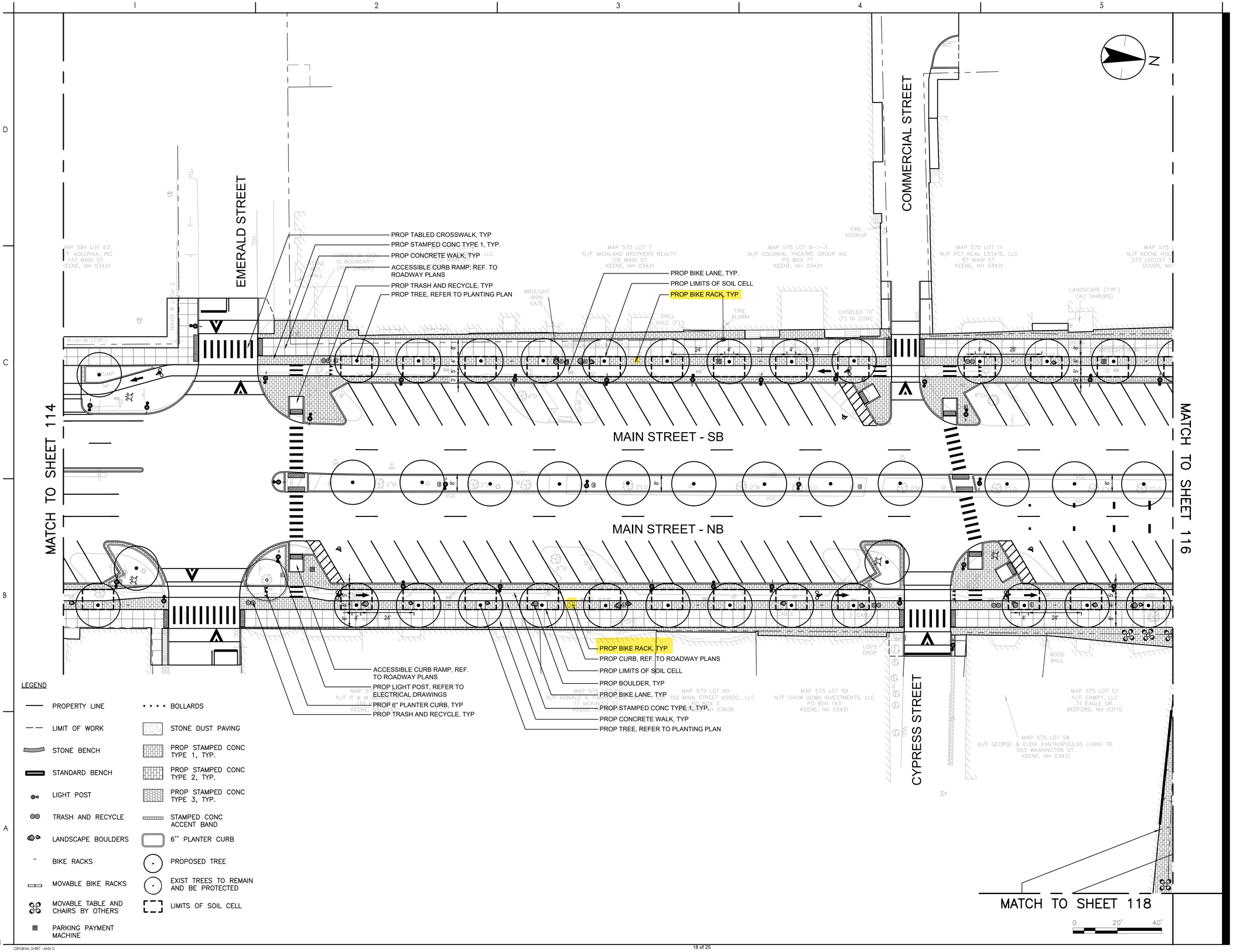
KEENE DOWNTOWN IMPROVEMENTS

KEENE, NEW HAMPSHIRE

Title
LANDSCAPE LAYOUT & MATERIAL PLAN
SHEET 01 OF 06

Project No.	Scale
179450806	1"=20'

Revision	Sheet	Drawing No.
0	114 of 232	LND-01



LEGEND

- PROPERTY LINE
- LIMIT OF WORK
- STONE BENCH
- STANDARD BENCH
- LIGHT POST
- TRASH AND RECYCLE
- LANDSCAPE BOULDERS
- BIKE RACKS
- MOVABLE BIKE RACKS
- MOVABLE TABLE AND CHAIRS BY OTHERS
- PARKING PAYMENT MACHINE
- BOLLARDS
- STONE DUST PAVING
- PROP STAMPED CONC TYPE 1, TYP.
- PROP STAMPED CONC TYPE 2, TYP.
- PROP STAMPED CONC TYPE 3, TYP.
- STAMPED CONC ACCENT BAND
- 6" PLANTER CURB
- PROPOSED TREE
- EXIST TREES TO REMAIN AND BE PROTECTED
- LIMITS OF SOIL CELL

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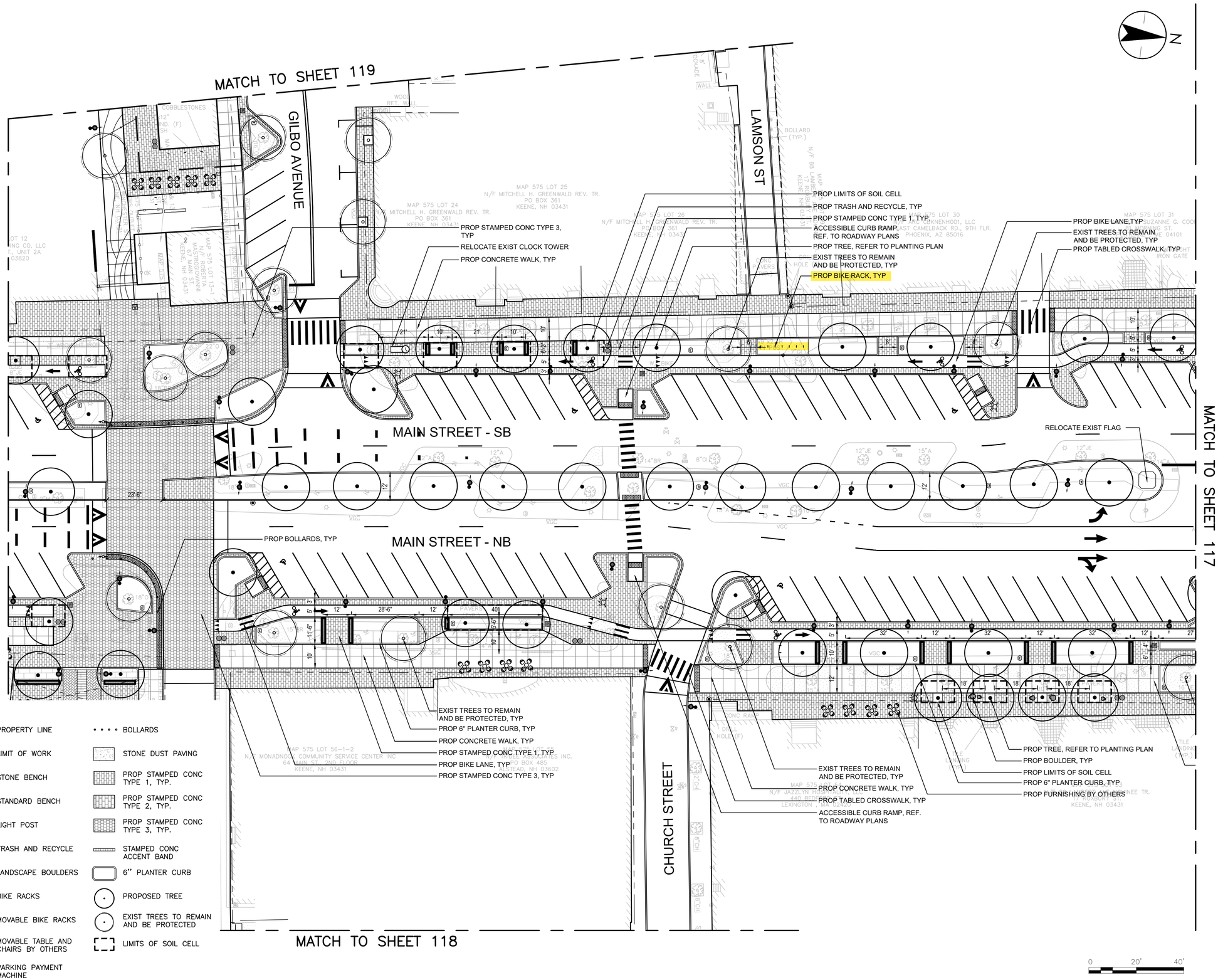
Title
LANDSCAPE LAYOUT & MATERIAL PLAN
SHEET 02 OF 06

Project No. 179450806
Scale 1"=20'
Revision 0
Sheet 115 of 232
Drawing No. **LND-02**



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Title
LANDSCAPE LAYOUT & MATERIAL PLAN
SHEET 03 OF 06

Project No.	Scale
179450806	1"=20'

Revision	Sheet	Drawing No.
0	116 of 232	LND-03

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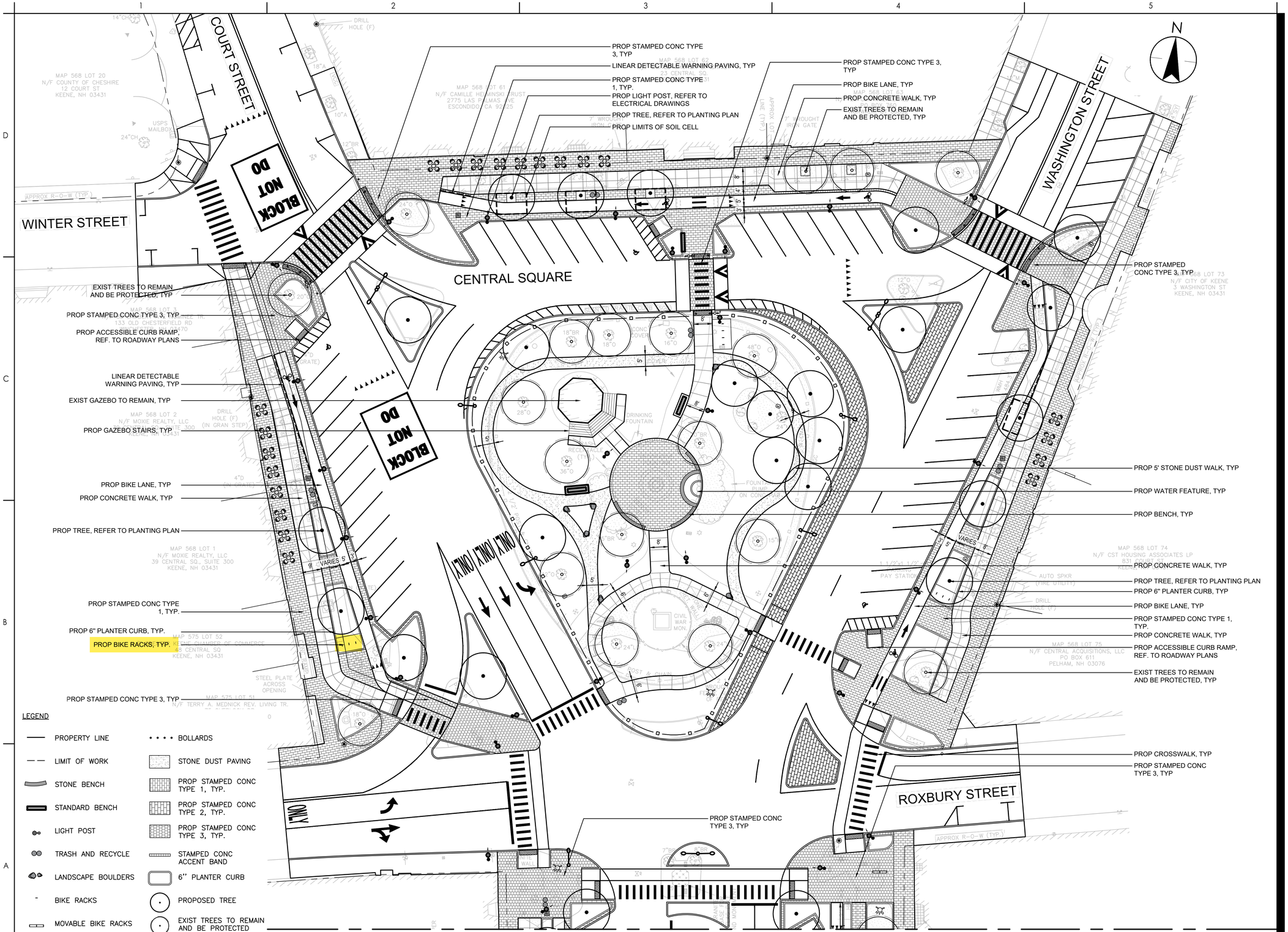

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SHEET 04 OF 06

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Revision	Sheet	Drawing No.
0	117 of 232	**LND-04**

LEGEND

- PROPERTY LINE
- LIMIT OF WORK
- STONE BENCH
- STANDARD BENCH
- LIGHT POST
- TRASH AND RECYCLE
- LANDSCAPE BOULDERS
- BIKE RACKS
- MOVABLE BIKE RACKS
- MOVABLE TABLE AND CHAIRS BY OTHERS
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- PROP STAMPED CONC TYPE 1, TYP.
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- PROP STAMPED CONC TYPE 3, TYP.
- STAMPED CONC ACCENT BAND
- 6" PLANTER CURB
- PROPOSED TREE
- EXIST TREES TO REMAIN AND BE PROTECTED
- LIMITS OF SOIL CELL

MATCH TO SHEET 116

MATCH TO SHEET 115

CHURCH STREET

RAILROAD STREET

PROP GATEWAY ARCH, TYP

PROP STAMPED CONC TYPE 1, TYP.

PROP PLANTER BENCH, TYP

HISTORIC RAILROAD PAVING, TYP

PROP SHADE STRUCTURE, BID ALTERNATE

PROP STAMPED CONCRETE, TYP 2

PROP RAIN GARDEN

PROP CONCRETE SHARED USE PATH, TYP

EXIST TREES TO REMAIN AND BE PROTECTED, TYP

PROP BOULDERS, TYP

PROP TRASH AND RECYCLE, TYP

PROP BIKE RACKS, TYP

PROP FURNISHING BY OTHERS

EXIST TREES TO REMAIN AND BE PROTECTED, TYP

PROP STAMPED CONC TYPE 1, TYP.

PROP CATENARY LIGHTS

EXIST TREES TO REMAIN AND BE PROTECTED, TYP

8' WIRE PANELS W/ VINES

BOLLARD (TYP.)

MAP 574 LOT 55
N/F TRIDEE ASSOCIATES INC.
PO BOX 485
ALSTEAD, NH 03602

MAP 574 LOT 9-1-15
N/F DAVID A. BARRETT
189 CENTRE ST.
SULLIVAN, NH 03445

MAP 575 LOT 56-1-2
N/F MONADNOCK COMMUNITY SERVICE CENTER INC
64 MAIN ST. 2ND FLOOR
KEENE, NH 03431

MAP 575 LOT 57
N/F CAMPY, LLC
71 EAGLE DR.
BEDFORD, NH 03310

MAP 575 LOT 58
N/F GEORGE & ELENI XANTHOPOULOS LIVING TR.
505 WASHINGTON ST.
KEENE, NH 03431

0 20' 40'

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LANDSCAPE LAYOUT & MATERIAL PLAN
SHEET 05 OF 06

Project No.	Scale
179450806	1"=20'

Revision	Sheet	Drawing No.
0	118 of 232	LND-05

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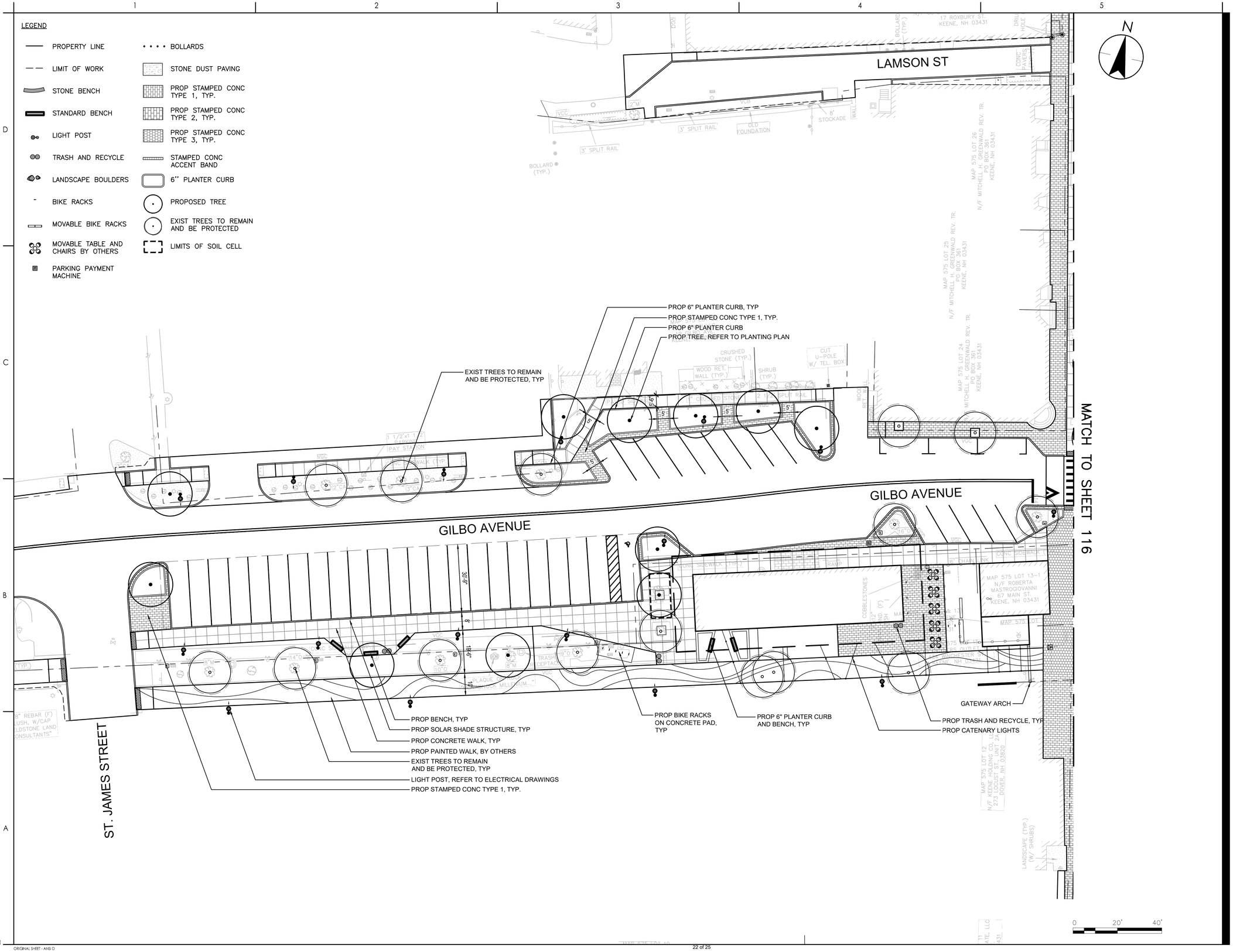

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SHEET 06 OF 06

Project No.	Scale
179450806	1"=20'

Revision	Sheet	Drawing No.
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SIDEWALK ASSET MANAGEMENT PROGRAM

The table below outlines priorities and costs for the sidewalk asset management program

Year	Location	Linear Feet of Reconstruction	2023 Estimated Cost (1)	Inflation Adjustment	Implementation Year Cost (2)	Total Design Cost	Total Construction Cost	Year Total
2025	Jennison	344	$ 47,778	$ 2,413	$ 50,200	$ 2,608	$ 286,880	$ 289,488
	Gardner	341	$ 47,361	$ 2,392	$ 49,800			
	Willow	1102	$ 153,056	$ 7,731	$ 160,800			
2026	Blake	610	$ 84,722	$ 6,949	$ 91,700	$ 2,600	$ 286,000	$ 288,600
	Harrison	420	$ 58,333	$ 4,785	$ 63,100			
	Main, middle	500	$ 97,222	$ 7,975	$ 105,200			
2027	Main, lower	206	$ 28,611	$ 3,276	$ 31,900	$ 2,556	$ 281,160	$ 283,716
	Main, lower	452	$ 62,778	$ 7,187	$ 70,000			
	Main, lower	993	$ 137,917	$ 15,789	$ 153,700			
2028	Elliot	540	$ 75,000	$ 11,094	$ 86,100	$ 2,519	$ 277,090	$ 279,609
	Gates	560	$ 77,778	$ 11,505	$ 89,300			
	McKinley	480	$ 66,667	$ 9,861	$ 76,500			
2029	Elm	920	$ 127,778	$ 23,301	$ 151,100	$ 2,644	$ 290,840	$ 293,484
	Key	420	$ 58,333	$ 10,637	$ 69,000			
	Beaver	270	$ 37,500	$ 6,838	$ 44,300			
2030	Roxbury	1272	$ 176,667	$ 38,483	$ 215,100	$ 2,471	$ 271,810	$ 274,281
	Main, middle	189	$ 26,250	$ 5,718	$ 32,000			
				$ -	$ -			
				$ -	$ -			
2031	TBD	1,400	$ 200,000	$ 50,872	$ 250,900	$ 2,509	$ 275,990	$ 278,499
				$ -	$ -			

Total Length (Linear Feet): 11,019
Total Length (Miles): 2.1

Notes:
(1) Costs include funding for design, construction contingencies, and construction oversight as applicable.
(2) Costs include an assumed inflation rate of 3% between estimate year and construction year

From: Corinne Marcou
To: William Schoefmann
Subject: Bike Path
Date: Wednesday, January 22, 2025 10:32:57 AM

Hi,

We received an email from a Steve Seraichick, the President of the Yankee Bottle Club stating his concern that the historic markers on the rail trail from Eastern Ave and Water St do not mention the Keene Glass Manufactory. See his message below.

His message does cut off, not sure if he meant to type more or not.

I talked to Andy B. who suggested that I send this to you and BPAC, specifically, the Transportation Heritage Trail project where the language for the glass factory could be added to historic markers on Eastern Ave and Rt. 101. He also explained that the current signs are from the late '80's, having been funded by federal grant funds and were not going to be changed. Andy's thought was that this may be a concession for Mr. Seraichick.

His email is seraichick@gmail.com

Give me a shout if you have any questions.

I'm not sure if this is an issue your committee deals with, but I thought I'd start with your group first. My name is Stephen Seraichick, a lifelong resident of Keene and President of the Yankee Bottle Club. If you are not familiar with our club our mission is as follows: the mission of the Yankee Bottle Club is to appreciate, preserve, and promote the history of glass making and collecting in New Hampshire and to further our understanding and knowledge of the glass manufacturing industry. It is the club's duty also, to be well versed in its own history in order to advance it mission into the future.
Our club is entering its 57th year of existence and we are either the oldest antique bottle club in our country or the second oldest. This has been up for debate over many years, and suffice to say , there is no conclusive answer at this juncture.

Presently, I am fostering a dog for a family member that can not have a dog where she lives. I take him for daily long walks around the city of Keene. Every couple of weeks I walk him on the rail trail between Eastern Avenue and Water Street. Posted along this stretch are three historical signs that describe the industries that were and still are in operation near the rail trail. I am a history aficionado in local and United States History, so I read historical markers carefully. I have noticed something glaringly amiss on these signs. There is not one word mentioning the Keene Glass Manufactory on Marlboro Street that at one time was parallel to this stretch of the rail trail. In 1831 the Keene Glass Manufactory was the 6th largest employer in Keene.
I'm sure each of you have read the "Upper Ashuelot", A History of Keene. Only two businesses have whole chapters dedicated to them, "Keene Glass" by Kay Fox, and "Newspapers" by Grace B. Prentiss (a decendent of John Prentiss who founded the New Hampshire Sentinel in 1799? I'm not sure if she's rel

Corinne Marcou
Administrative Assistant I
Community Development Department

City of Keene
3 Washington St.
(603) 352-5440 | KeeneNH.gov