



BICYCLE PEDESTRIAN PATH ADVISORY COMMITTEE
AGENDA

Wednesday, November 12, 2025

8:15-9:30 AM

City Hall 2nd Floor Conference Room

Members:

Sam Jackson, Chair

Dr. Rowland Russell, Vice Chair

Ed Haas, Councilor

Autumn DelaCroix

Dwight Fischer

Jan Manwaring

Michael Davern

Charles Redfern, Alternate

Diana Duffy, Alternate

Andy Holte, Alternate

- 1) Call to Order, Roll Call, Welcome, & Mission Statement**
- 2) Adoption of Minutes** – October 8, 2025
- 3) Safety and Outreach**
 - a) Bogota, Colombia City Design & Air Pollution
 - b) Holyoke, MA Annual Mayoral Bike Ride
 - c) A Week Without Driving
 - d) Bike & Pedestrian Yield Count Updates
 - e) Bike Lane Ordinance
 - f) Downtown Bike Lanes – Outreach & Promotional Materials
- 4) Regular Project Updates**
 - a) BPPAC Master Plan Update
 - b) Wayfinding Project – Completion of Press Release
 - c) Updates to Project Tracking Table
 - d) Comprehensive Master Plan Alignment with Committee Goals
- 5) Volunteer Opportunities**
- 6) Old Business**
- 7) New Business** (*Items to be included for next meeting*)
- 8) More Time**
 - a) Website
 - b) Community Bike Share
 - c) Public Art & Trails Updates
- 9) Adjournment**
- 10) Next meeting date** – December 10, 2025

City of Keene
New Hampshire

BICYCLE AND PEDESTRIAN PATH ADVISORY COMMITTEE
MEETING MINUTES

Wednesday, October 8, 2025

8:15 AM

2nd Floor Conference Room,
City Hall

Members Present:

Samantha Jackson, Chair
Rowland Russell, Vice Chair
Dwight Fischer
Councilor Edward Haas

Staff Present:

William Schoefmann, GIS Coordinator

Members Not Present:

Michael Davern
Autumn DelaCroix
Jan Manwaring
Diana Duffy, Alternate
Charles Redfern, Alternate
Andy Holte, Alternate

1) Call to Order, Roll Call, Welcome, & Mission Statement

Chair Jackson called the meeting to order at 8:23 AM.

2) Adoption of Minutes – September 10, 2025

Councilor Ed Haas had a few edits to submit for the September 10, 2025 meeting minutes, but left them at home. Mr. Schoefmann suggested the minutes of the meeting on September 10, 2025 be approved pending Councilor Haas's edits. Councilor Haas moved to approve the minutes pending those edit suggestions. Chair Jackson seconded. With unanimous approval, the minutes were approved pending Councilor Haas's edits.

3) Safety and Outreach

A) Bike and Pedestrian Yield Count Updates

Mr. Schoefmann said he had circulated a sign-up for yield counts and received some informal submissions, which he plans to review. Councilor Haas confirmed that he had submitted his data, explaining that he used the form for counts at Railroad Square and Gilbo Avenue to tally different types of users and movements. Mr. Schoefmann stated that the format is working fine and will be incorporated into the overall summary.

Dr. Rowland Russell asked what intersection had been done. Councilor Haas shared that he had only done the intersection of Railroad Square and Gilbo Avenue. Mr. Schoefmann believed the

count signup went into October. Dr. Russell noted that while the leaf-peeping season may be mild, there will still be increased pedestrian activity. They agreed counts could continue as long as volunteers follow the set weekday time slots (7–9 a.m. and 3–5 p.m.) at designated intersections, even without formally logging on the sign-up sheet.

B) Bike Lane Ordinance

Mr. Schoefmann asked Councilor Haas whether the discussion on the bike lane ordinance had taken place at a special meeting or the September 24th MSFI meeting. Councilor Haas confirmed that it was discussed at MSFI, explaining that staff are still refining the wording of the ordinance. He said the main unresolved points are whether to post an 8 or 10 mph speed limit sign as well as decisions about surface materials and coloration. During the meeting, Don Lussier suggested using granular concrete for a slight texture. Chair Jackson noted that the brick would provide more traction. Mr. Schoefmann added that the City Attorney’s legal review found much of the proposed ordinance language redundant with state law, which the Committee had already recognized from prior research. Dr. Russell added that, with that in mind, they will still need to pull those in when they do the promotion.

Mr. Schoefmann reviewed the draft ordinance language, noting that it defines bicycles and personal vehicles in accordance with New Hampshire statutes and includes rules such as yielding to pedestrians, prohibiting parking or deliveries in bike lanes, banning bicycles on sidewalks, and establishing an 8 mph speed limit. He added that helmets are required for riders under the age of 16. Mr. Schoefmann noted that the list seemed lengthy, and Councilor Haas clarified that the final ordinance would be much simpler, as much of the detailed language had been condensed for clarity.

Councilor Haas explained that an educational brochure will accompany the ordinance and outlined the staff’s recommended language. Mr. Schoefmann reviewed the remaining draft language, noting a 10 mph speed limit within the downtown core; cyclists must travel in the same direction as traffic; no stopping, parking, or loading that obstructs bike lanes or multi-use paths; bicycles and personal vehicles must be parked only at designated racks; and bikes operated after dark must have front white and rear red lights. These reflect staff’s revisions to the BPPAC’s earlier recommendations.

Dr. Russell asked whether the rule requiring cyclists to travel in the same direction as traffic also applies to protected bike lanes located on sidewalks, noting this hadn’t been clearly defined. Councilor Haas agreed that the terminology is confusing, pointing out that “bike lane” is being used broadly for various types of paths, including sharrows and sidewalk lanes. He suggested that the committee clarify the naming and markings to better distinguish these unique facilities before finalizing the ordinance.

Mr. Fischer requested clarification on the layout of the new bike lanes, and Councilor Haas explained that they consist of an additional five feet of sidewalk space between parking and planters, with unidirectional lanes on each side of the street. Dr. Russell noted that this needs to be clearly marked and communicated, as riders might mistakenly travel in the wrong direction.

Councilor Haas agreed that enforcement will be limited, so clear signage and public education are essential to emphasize the unidirectional design extending from Railroad Square around the top of the square and down to Gilbo Avenue.

Chair Jackson asked whether the protected bike lane project extends farther south than described. Councilor Haas clarified that the current phase only covers the “horseshoe” area around the square, but that the sidewalk-level bike lane treatment will eventually continue down to Eagle and Emerald Streets in a later phase. Mr. Schoefmann confirmed this alignment, noting it will run in front of Bagel Works and Toadstool when completed.

Mr. Fischer asked whether there had been discussion about cyclists choosing not to use the new lanes and continuing to ride in regular traffic lanes. Councilor Haas agreed that experienced cyclists likely will and emphasized the need to clearly distinguish between roadway bike lanes and the new sidewalk-level lanes. Dr. Russell proposed calling them “side lanes” to help with communication and signage. Mr. Fischer supported the idea, noting that the term accurately reflects their protected design and could be a good starting point for future outreach.

Councilor Haas asked whether the committee wanted to recommend terminology for the new bike lanes formally. Dr. Russell said he wasn’t concerned with the exact name as long as the lanes are implemented. Chair Jackson did not think it required a formal recommendation, but agreed that consistently using the term “side lanes” could help it gain traction and be adopted more broadly.

C) Downtown Bike Lanes - Outreach & Promotional Materials

Mr. Schoefmann explained that the Communications Director can incorporate the Committee’s input into the City’s upcoming branding and educational rollout, encouraging members to suggest ideas for inclusion. Councilor Haas agreed, noting that branding isn’t regulated and offers flexibility, but the Committee should still provide clear guidance. Mr. Schoefmann suggested making a formal recommendation to the Council or MSFI Committee to give the input more weight. Councilor Haas added that the New Hampshire state bike lane rules were included in the latest Council materials and will serve as a basis for the educational brochure. He offered to share that document so members can bring concrete ideas to the next meeting for refining recommendations.

Mr. Schoefmann emphasized that the educational component should build on existing resources rather than reinventing them. He referenced visuals and materials he had gathered for the bike lane ordinance group, including examples from Sacramento, CA that closely match Keene’s planned downtown setup, as well as educational resources from Somerville, Cambridge, and Boston in Massachusetts. He suggested using similar approaches, such as web-based guides and visuals, to explain proper use, safety, and relevant state laws, thereby raising public awareness without duplicating the legal language in the local ordinance.

Mr. Fischer stressed that clear, simple signage will be the most crucial factor in long-term success, noting that public interest in education efforts will fade over time as the infrastructure becomes routine. Mr. Schoefmann agreed, explaining that the infrastructure review group and Public Work

Department have already discussed adding guidance signage at key points, such as intersections, and that this is included in the proposed construction plans.

Mr. Schoefmann explained that the upcoming project includes both posted signage and on-facility directional markings, such as yield and caution indicators, painted directly on the bike lanes. He suggested discussing these details with Mr. Bryan Ruoff at a future meeting to review the final bid documents and confirm which signage and markings will be included before construction begins.

Councilor Haas noted that the project is currently out to bid, with responses and bid alternates expected by the end of December. Once those are received, the committee can review more specific details. He added that the process is progressing well. He emphasized that only essential elements will be included in the local ordinance, with the remaining information addressed through education and outreach efforts.

Mr. Schoefmann suggested dedicating time at the next meeting to discuss outreach and promotional materials. He emphasized the importance of maintaining momentum while the topic remains active at Council, noting the value of keeping it visible. He offered to bring previously discussed materials and examples, along with bullet points and potential website references, to guide the committee's discussion on effective public communication.

Dr. Russell noted that outreach should address three levels: ground-level signage, brochures for visitors, and website content, each tailored to different audiences. He suggested including hyperlinks online but keeping brochures simple and accessible. Councilor Haas agreed, outlining a timeline in which pavement markings and naming conventions come first, followed by signage, and broader education efforts later, once construction is complete. Dr. Russell emphasized the distinction between promotion, which should begin before construction to build awareness, and education, which should follow to teach the proper use of the new facilities.

4) Regular Project Updates

A) BPPAC Master Plan Update Process

Mr. Schoefmann explained that downtown bike racks are being replaced with new ones, and the City is evaluating which existing racks can be repurposed elsewhere. Mr. Fischer suggested Brewbaker's as a potential location, noting that while a rack exists, it's inconveniently placed behind the building. Councilor Haas acknowledged the challenge of limited space and right-of-way constraints, but agreed it's worth considering additional bike parking in that area.

Councilor Haas asked Chair Jackson and Mr. Schoefmann about prior recommendations for additional bike rack locations around the City. Chair Jackson said she has a map from last year identifying gaps and will retrieve it. Mr. Schoefmann noted that the current design plans shift two racks originally proposed near Cumberland Farms further down Main Street, where usage is higher, and confirmed that the bike shelter at Railroad Square has been removed, as previously reported by Mr. Ruoff.

Mr. Schoefmann reported that the Parks & Recreation Department's trails maintenance program includes funding in the CIP for constructing the bridge over the Ashuelot River next year, with the remaining section to Wheelock Park scheduled for fiscal year 2028 (mid-2027). The project was divided into two phases to ensure completion, and has been accelerated from its original timeline. He also noted that NHDOT rebid \$100 million worth of projects on July 25th, with contracts now awarded.

Mr. Ruoff joined the meeting. Mr. Ruoff reported that a pre-construction meeting was held with the contractor, confirming that the road rehabilitation portion will be postponed until next year, but work on the Transportation Heritage Trail, from Marlboro Street through the Public Works area to Eastern Avenue, will begin this fall. He also provided an update on the Appel Way project, noting that repairs will be made this year to improve the poor transition at the Ashuelot River bridge, with new pavement and seal coat from Court Street to the bridge, and adjustments beyond the bridge to better align with the decking. The remaining paving will be completed next summer, resulting in a fully renewed surface.

Mr. Ruoff reported that the team met with Stantec to review the final downtown infrastructure design, with Mr. Schoefmann ensuring consistency with prior Committee discussions. Two MassDOT Complete Streets grant applications have been submitted, one for the downtown bike lanes and another for pedestrian beacons and raised intersections. The City decided to prioritize the latter for greater public benefit. The bike lanes will now feature an exposed aggregate surface to visually distinguish them from sidewalks, providing a cost savings over darker concrete.

He added that the downtown infrastructure project remains on schedule to go out to bid at the end of October, with a bid opening scheduled for December. In the state project updates, the Lower Winchester Street Reconstruction Project has been delayed from 2029 to 2032 in the updated NHDOT 10-Year Plan, similar to other projects, such as West Street. A right-of-way public meeting for the Winchester Street project will be held in November, and community members are encouraged to attend and share input.

Mr. Ruoff clarified that the "marketplace" reference meant Market Basket and he reviewed project timelines from the updated NHDOT 10-Year Plan. He explained that West Street now has design funding scheduled for 2029 and construction anticipated in 2033, while Lower Winchester Street remains slated for 2032. He noted the plan is still in draft form, and public meetings are being held to gather input that could shift project priorities. Meetings have already occurred in Keene, with additional ones planned in Jaffrey and Peterborough. Mr. Ruoff offered to share the link for submitting online testimony and to circulate the complete list of Keene projects included in the plan.

Mr. Schoefmann reported that the company handling the wayfinding project has received the finalized maps he prepared, with production expected to finish by the end of October. He anticipates having the completed materials ready to present to the committee in November.

Mr. Ruoff reported that the project is currently out to bid, with the bid opening scheduled for next Thursday. A pre-bid meeting drew strong interest from contractors and constructive feedback, indicating good engagement. He noted that most of the construction can proceed through the winter, allowing for a potential ribbon-cutting in April or May, depending on conditions. He expects to announce the selected contractor at the next meeting.

Mr. Ruoff explained that phases two through four of the Transportation Alternatives Program (TAP) project are all included in NHDOT's 10-Year Plan, currently scheduled for funding around 2032. However, because the project ranks #2 regionally for TAP priorities, there's potential for it to move up if other projects aren't shovel-ready. He outlined that these phases encompass retrofitting and installing bridges, including the old stone arch bridge with new safety railings, as well as the final Bailey Bridge or its replacement at Swanzev Factory Road, which would complete the Keene/Swanzev Rail Trail connection. Mr. Ruoff added that similar schedule accelerations have happened before, such as with the South Bridge project, and that Keene's readiness with well-developed projects keeps it competitive for earlier funding opportunities. Mr. Schoefmann noted that he will update the project spreadsheet to reflect that Phase Two includes both the Prowse and Stone Arch bridges.

Mr. Schoefmann acknowledged that a few items had not yet been added to the project list due to confusion with priority codes. Mr. Ruoff explained that one of those projects, the New Hampshire Route 101 improvement project, has been pushed out two years to 2029 in the Transportation Improvement Plan. He noted this delay is reasonable given the extensive land acquisitions, easements, and right-of-way work required for the road expansion and rotary improvements.

Councilor Haas suggested reviewing the project tracking table to simplify and improve its format, noting that while the content hasn't changed much, the layout could be more transparent and easier to update. He proposed adding relevant data fields and possibly removing outdated projects. Mr. Schoefmann agreed, explaining that the priority codes reflect the committee's annual review and ranking process and that the table is maintained as a shared Microsoft spreadsheet for easier collaboration.

Mr. Ruoff then provided several project updates: the Pat Russell Park sidewalk and skate park project is complete; the Ashuelot River suspension bridge has been redecked and will feature a new public art installation; and two Cheshire Rail Trail bridges, including the Pearl Street bridge, will undergo timber deck rehabs this year, with naming ideas for the bridges to be discussed at a future meeting. He added that the Appel Way bridge over Route 101 will be redecked next year, and fundraising is underway for the Goose Pond Dam pedestrian bridge, which is scheduled for construction by the end of the month. The new bridge will be located approximately 85 feet downstream of the spillway and will be slightly elevated to provide scenic views.

Chair Jackson noted that while the surface of the Ashuelot Park bridge has improved, there's still a noticeable bump at the entrance and exit where it meets the cobblestone path, causing a rough transition for cyclists. She suggested the City look into smoothing it out, and staff agreed to assess and address the issue. Mr. Ruoff thanked her for the valuable feedback and reassured her that his department would review it and address the issue.

Mr. Schoefmann proposed that the committee move forward with the Bicycle and Pedestrian Master Plan update, noting that funds have been allocated for over a year without progress and could be at risk if unused. He suggested inviting Andy Bohannon, Deputy City Manager, to the November meeting to discuss how to restart the project. Dr. Russell motioned to invite Mr.

Bohannon to the November meeting to discuss restarting the project. Chair Jackson seconded the motion, and the Committee approved it unanimously.

Mr. Schoefmann explained that preliminary scoping documents for the Bicycle and Pedestrian Master Plan already exist, but need refinement and dedicated staff to manage the process. He plans to speak with Mr. Bohannon before the next meeting to identify how to move the project forward and determine who could serve as a point person. He noted that Parks & Recreation is currently understaffed, making coordination challenging, but emphasized the importance of clarifying roles to get the plan underway.

Councilor Haas asked whether anyone had reviewed the City's new Master Plan with attention to how it aligns with the Committee's goals. Dr. Russell agreed it would be valuable to do so before the next meeting, emphasizing the importance of keeping the plan active rather than letting it "collect dust." Mr. Schoefmann confirmed the plan is available on the City website and offered to send the committee a link. He also noted that reviewing the plan, along with ongoing outreach and discussions on downtown bike lanes, would comprise a substantial agenda for the next meeting.

5) Volunteer Opportunities

Chair Jackson inquired about upcoming volunteer opportunities, and Dr. Russell stated that he would be away from late October to early November, but plans to coordinate with Mr. Redfem and Scott about scheduling the annual trail cleanup before winter. Mr. Schoefmann then mentioned a recent communication from the Bike-Walk Alliance, explaining that they are promoting draft legislation to allow municipalities to reduce speed limits from the current 25 mph minimum down to 20 mph. Mr. Schoefmann added that the Alliance is seeking regional representation, suggesting that local cycling groups, such as the Monadnock Cycling Club, might be good contacts, and offered to forward details to anyone interested. Councilor Haas expressed curiosity, to which Mr. Schoefmann agreed to send him the details.

6) Old business

7) New Business

Mr. Schoefmann outlined plans for the next meeting, which will include discussion of outreach and promotional materials for the downtown bike lanes, an update on the Bicycle and Pedestrian Master Plan process with Mr. Andy Bohannon, and a review of how the City's updated Master Plan aligns with the Committee's goals. Councilor Haas noted that the Committee has been referring to the new protected downtown lanes as "side lanes" to encourage consistent terminology and avoid confusion with other types of bike lanes. Dr. Russell added that he would research the bridge between Pearl and Island Streets for any historical context that could inform an official name.

8) More Time

- A) Website
- B) Community Bike Share

C) Public Art & Trails Updates

9) **Next Meeting date** - November 12, 2025

10) **Adjournment**

There being no further business, Chair Jackson adjourned the meeting at 9:27 AM.

Respectfully submitted by,
Amanda Trask, Minute Taker

Reviewed and edited by,
Megan Fortson, Planner

BPPAC Project Updates 2025

SEPTEMBER

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	TBD	N/A	2018	N/A	Behind	GIS Project to track and integrate pavement markings. Street Markings included in Flyover collection
Bike Racks	HIGH	P21	Working	N/A	N/A	ongoing	N/A	N/A	The shelter in Railroad Square included has been deleted from the Downtown Infrastructure Project . The Proposed bike rack locations for the Downtown project were distributed and feedback from was provided to the City Engineer regarding the proposed locations in June and incorporated into the final design for bidding. All new racks are being installed Downtown, the existing racks can be re-used at other locations.
Appel Way Trail Paving	HIGH	P7	Out For Bid	\$ 104,900.00	Under	10/27/2025	6/1/2026	Ahead	Scheduled for Fall 2027.
Safe Streets for All Grant	N/A	N/A	Submitted	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. Application submitted by the City on June 26th, 2025.
NHDOT TAP Grant 2018 - Marlboro Street #42515	HIGH	BE22	Working	\$674K	Over	Winter 2018	Fall 2026	Behind	A TAP grant with complete street improvements connection to Cheshire Rail Trail. March 4, 2025; bids came in \$1 million high and the City revised and resubmitted the PS&E to NHDOT to allocate additional money to rebid. The City recieved another \$1 million of the project from NHDOT and re-bid in July 2025. The contract was awarded with a start of construction in October 2025 for the trail portion and spring 2026 for Marlboror Street reconstruction.
Safety and Outreach	N/A	N/A	Working	N/A	N/A	Ongoing	January 2025	On Schedule	Safety/Outreach Plan and Request for banner needs to be formalized. Local/Regional two sided map finalized and delivered. Consideration to be utilized for kiosk maps in wayfinding program. Dwight Fischer liasing with Keene Glass Works sign group. May - Bike Month Planning - proclamation made via the Mayor.
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	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 - time to reserve. Score card from previous application distributed in March.
FY25 Sidewalk Rehab Project	N/A	N/A	Planning	CIP	Even	Spring 2026	Fall 2026	N/A	2025 CIP sidewalk project bids received by the City on March 6th, 2025, the Contract delayed mobilization and the project has been canceled, the scope of the work included for this year will be added to the 2026 schedule construction.

Downtown Infrastructure Project (MAIN STREET)	HIGH	P14	Planning	CIP	Even	Spring 2026	Winter 2028	On Schedule	Final Design approved by MSFI and City Council - to be bid later '25, 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. In final design with a scheduled bid opening of December 2025 for spring 2026 construction. The City is submitted two MAST grant applications for improvements for the project in the next week.
Lower Winchester Street (Roundabout - City Line)	HIGH	P22	Planning	CIP	Even	Spring 2032	Winter 2034	On Schedule	Planned improvements including sidewalks connecting market place in Swanzev and Route 10/Winchester Street. Preliminary design submission April 8th with construction anticipated for late 2032 based on the updated NHDOT 10-year plan.
Parks and Recreation Bridge Rehabilitation	HIGH		Working	CIP, City Staff	Under	August 2025	6/1/2026	Behind	Ashuelot River Suspension Bridge (completed), Cheshire Rail Trail over Beaver Brook and Cheshire Rail Trail over the Ashuelot River will all be rehabilitated in 2025-2026.
Goose Pond Dam Pedestrian Bridge	MEDIUM	n/a	Planning	Operating	Under	September 2025	October 2025	Behind	\$10k commitment received for funding, design finalized. Went to MSFI and FOP.
Jonathan Daniels Trail Maintenance	HIGH	P3	Planning	\$25K	Under	Summer 2025	Fall 2026	Behind	CIP Budgeted in Parks and Rec Trail Maintenace Program. Weltand Permits, Shoreline repair, rip-rap, bridge replacements.
Wayfinding Signage Facilities and Plan	HIGH	P11	Working	City Staff, \$42,000	N/A	Planning	N/A	On Schedule	Next steps signage design and placement in conjunction with City branding effort. Signs are in production with WOOD AND WOOD SIGNS – looking for installation late August / early September. Additional maps for Greater Goose Pond/Drummer Hill being created. Meeting scheduled between cooperative responsible for producing trail map for pdf web posting(s).
West Street - Complete Street	MEDIUM	P19	Planning	\$ 785,275.00	N/A	2031	2032	Behind	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 2029 for 2033 construction in the current DOT 10 Year Plan redesign/construction. Council request for crosswalk at Pearl/West approved, design completed by Engineering has been installed.
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 public art community. TRAIL LIGHTS NOW INCLUDED HERE
↓Transportation Heritage Trail ↓									
THT Phase 1 - CRT Eastern Ave to 101 (Transportation Heritage Trail) NH	HIGH	P1	Out For Bid	\$ 386,400.00	Over	Fall 2025	Summer 2026	On Schedule	Project includes from Eastern Ave - 101 Bridge abutments. Currently being bid with a bid opening in mid October, construction anticipated in the fall 2025.

THT Phase 2 - Prowse Bridge - CRT NH 101 Overpass to Stone Arch Bridge (Transportation Heritage Trail)	HIGH	P4	Planning	\$ 381,685.00	N/A	2027	2032	On Schedule	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. 2025 TAP Grant Letter of Support and grant submitted. Included in NHDOT's 10-year plan as a TAP project.
THT Phase 3 - Old Stone Arch Bridge - (Transportation Heritage Trail)	HIGH	P4	Planning	\$ 321,195.00	N/A	2025	N/A	N/A	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	2024	2032	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. In preliminary design anticipated construction in 2029. City is coordinating with the design Engineering CHA and NHDOT to at a minimum include allowances for the future installation of the bridge with the NH Rte 101 reconstruction project and possibly include the bridge construction as part of that project.