

Existing Conditions Assessment and Analysis

Keene Bicycle and Pedestrian Master Plan
City of Keene, NH

PREPARED FOR

City of Keene

3 Washington Street
Keene, NH 03431



PREPARED BY



VHB

260 Arsenal Place
Watertown, MA 02472

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Introduction

This Technical Memorandum provides an overview and assessment of existing conditions of the active transportation network in Keene. It includes 1) an overview of Keene’s existing planning documents, 2) base maps that highlight existing facilities, destinations, and crashes involving pedestrians and bicyclists, and 3) a network “needs and gaps” identification throughout the city.



Figure 1. Park Avenue facing west near the intersection of Arch Street

1

Review of Available Documents

The purpose of this document review is to find and summarize relevant recommendations for bicycle- and pedestrian-related policies, programs, and projects in the City of Keene. The review will help shape the Vision and Goals for the Keene Bicycle and Pedestrian Master Plan (BPMP) at a high level, and inform specific network and facility recommendations. The review includes the Southwest Region Planning Commission's and the City of Keene's past planning efforts to promote active transportation and investigate opportunities for new and improved pedestrian and bicycle facilities.

1.1. Local Plans and Studies

City of Keene Comprehensive Master Plan (2025)

In 2025, the City of Keene revised their Comprehensive Master Plan (CMP), aiming to prepare Keene for future challenges and opportunities while ensuring a high quality of living for community members. The plan is shaped around the Vision Keene 20-Forward strategic pillars, one of which is "connected mobility" with the objective of building regional and local connectivity, transportation, and recreation networks. The plan highlights the desire to promote car-free living and enhance accessibility for all. The plan outlines several goals related to bicycling, walking, and rolling, including:

- › Create a connected and accessible network of multi-modal transportation infrastructure
- › Prioritize vulnerable road users in infrastructure design, operations, and maintenance
- › Expand and promote environmentally sustainable mobility options that are convenient and attractive
- › Expand Keene's connectivity to support economic growth

City of Keene Roadway Safety Action Plan (2025)

Published in 2025, the City of Keene created the Roadway Safety Action Plan (RSAP) to guide the phased implementation of roadway safety projects for all modes of transportation. Primary issues to be addressed included:

- › Improve safety for non-motorized road users
- › Enhance lighting and signage
- › Reduced conflicts at intersections
- › Speed management
- › Policies, programs, and education

Specifically, to improve safety for non-motorized road users, the following potential strategies were identified:

- › Improve safety at intersections and mid-block crossings
- › Create additional and dedicated space for vulnerable roadway users
- › Prioritize vulnerable roadway user facility maintenance
- › Transit stop placement

The plan included a prioritized list of nearly 190 project recommendations within the public right of way. The recommendations reflected the hundreds of comments made by the project advisory committee and community members at public meetings and through the online input map tool. The 25 highest priority projects were concentrated in the downtown area and included eight pedestrian improvements (crosswalks or sidewalks), five bicycle improvements (bike facility, bike lanes, or crosswalk improvements), and four improvements for all modes (traffic calming or intersection lighting) and eight motor vehicle safety enhancements. The BPMP will incorporate many of the active transportation-based recommendations from the RSAP.

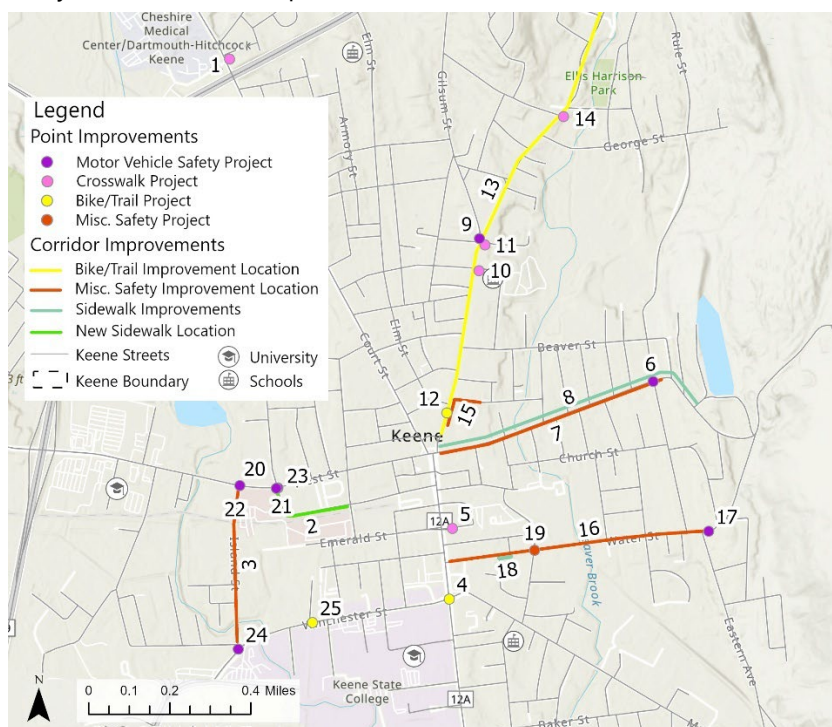


Figure 2. Highest scoring project recommendations from the 2025 RSAP

2027-2033 City of Keene Capital Improvement Plan (2026)

In 2026, the City of Keene updated their Capital Improvement Plan (CIP) for fiscal years 2027 to 2033. The CIP projects reflect input from residents, City Council priorities, departmental planning efforts, and the goals articulated in the City of Keene Comprehensive Master Plan.

The CIP states that the inventory of Keene's transportation infrastructure includes 123 centerline miles of public streets/roads, 33 active vehicle bridges, over 52 miles of sidewalks, 7 traffic control signals, 7 roundabouts, 4 flashing traffic signals, 9 multi-use and pedestrian bridges, and over 10 miles of multi-use trails.

In addition to typical roadway, sidewalk, signal, and infrastructure maintenance, major bicycle and pedestrian-related investments in the near future include:

- › **Downtown Infrastructure Improvement and Reconstruction Project:** The project is on Main Street from Central Square to Water Street. It includes two travel lanes in each direction, dedicated bike lanes, maintaining the existing Central Square rotary intersection, and creating a raised intersection at Gilbo Avenue/Railroad Street. The City expects to begin construction in late 2026.
- › **Lower Winchester Street Reconstruction Project:** The project is on Lower Winchester Street from the NH Route 101 roundabout to the Swanzey town line, including improvements to eight intersections and replacement of the Winchester Street Bridge over Ash Swamp Brook. It includes lane reconfiguration to improve traffic flow, construction of new sidewalks, bicycle facilities, street lights, pedestrian beacons, and landscaping enhancements including additional green space. Design is budgeted during fiscal year 2027, while construction is budgeted during fiscal year 2029.
- › **West Street Corridor Improvements Project:** The project lies on West Street from the NH Route 9/10/12 interchange to the School Street intersection. The project is anticipated to improve traffic flow and operations, traffic signals, and sidewalks, add bicycle accommodations, and address the West Street Bridge's structural deficiencies. Design is budgeted during fiscal year 2029, while construction is budgeted during fiscal year 2032. It is stated that traffic signal infrastructure and pedestrian flashing beacons will be installed prior to the reconstruction project as part of the Traffic Signal and Flashing Signal Replacement and Rehabilitation Program.
- › **Robin Hood Park Improvement Project:** The project will modernize park infrastructure, improve accessibility and safety, and enhance recreational amenities. Pool rehabilitation is anticipated to occur during fiscal year 2027, while improvements to the playground structure, public bathrooms, program building, multi-sport court, safety lighting, parking, and traffic flow are anticipated to occur during fiscal year 2028.

SWRPC's Ashuelot Rail Trail and Cheshire Rail Trail South Plans (2021)

In 2021, the Southwest Region Planning Commission prepared a plan for approximately 21.5 miles of the Ashuelot Rail Trail between Keene and Hinsdale, New Hampshire. In 2021, the Southwest Region Planning Commission prepared a plan for approximately 21 miles of the Cheshire Rail Trail from the Ashuelot Rail Trail in Keene to the Massachusetts state line.

The vision for both trails is to create continuous corridors that are scenic, accessible, safe, and welcoming for transportation and recreation. The following goals were identified:

- › Increase awareness of the Trail, among both local residents and visitors.
- › Increase use of the Trail as an alternative for trips made by car.
- › Expand opportunities for physical activity and outdoor experiences.
- › Enhance regional and local economies.
- › Create an on-Trail experience that is accessible, safe and welcoming for all ages, abilities, and user groups.
- › Facilitate communication and collaboration among Trail stakeholders.
- › Address challenges related to funding improvements and maintenance.

The list of Ashuelot Rail Trail projects included many projects in Keene:

- › Pocket park and amenities at Emerald Street: At intersection of Ashuelot and Cheshire Rail Trails
- › Informational Kiosk: At intersection of Ashuelot and Cheshire Rail Trails
- › Re-installation of Winchester Street RRFBS: The rectangular rapid flashing beacons (RRFBs) were replaced after being damaged by roadwork.
- › Paving from trestle bridge at Keene State College Campus south to South Bridge
- › Improved connection via Keene State College Athletic Complex: Add pedestrian and/or bicycle facilities to Athletic Complex driveway connection to Martell Court and NH 12.
- › Wayfinding at Krif Road trailhead
- › Parking at Krif Road trailhead
- › Improved bicycle/pedestrian facilities on Krif Road
- › Trail signage at Krif Road/NH 10 intersection

Other overall Ashuelot Rail Trail projects included trail mileage markers, historic railroad mile markers, restoring stone box culverts, retrofitting gates to discourage ATV use, and installing camping platforms within the trail corridor or on adjacent parcels.

The list of Cheshire Rail Trail projects included two projects in Keene:

- › **Bartholomew Court Connector:** 810-foot multiuse path connecting the Cheshire Rail Trail to Marlboro Street. Work is underway as of May 2026.
- › **Transportation Heritage Trail:** 1.1-mile section of the Cheshire Rail Trail east of Eastern Avenue to the Swanzey town line, including a new bridge over Route 101. Work is underway as of May 2026.

Keene Complete Streets Design Guidelines and Resolution (2015)

Published in 2015, the Complete Streets Planning and Design Guidelines was developed by the City of Keene Planning and Public Works Departments in conjunction with the Southwest Region Planning Commission (SWRPC). In keeping with the City's Complete Streets policy adopted in 2015, the City will use the guidelines for the planning and design of roadways. The guidelines establish six different street typologies: slow, gateway, bicycle, neighborhood, rural, and transit overlay. Roadway and roadside elements are illustrated and detailed for each street typology

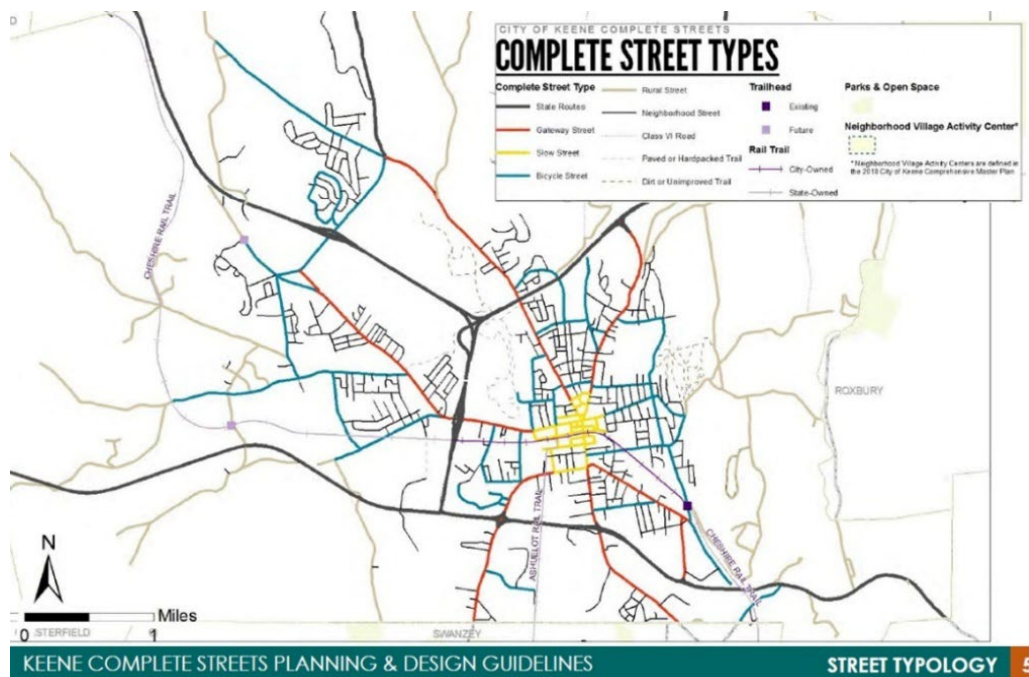


Figure 3. Complete Streets Types map from the City's Complete Streets Guidelines

Keene Bicycle and Pedestrian Master Plan (1999)

In 1999, the City of Keene published the Bicycle/Pedestrian Path Master Plan prepared by the City of Keene Bicycle/Pedestrian Path Advisory Committee (BPPAC) and the City of Keene Planning Department. The plan aimed to develop bicycle and pedestrian trails through Keene to respond to health, safety, environmental, recreational, and transportation needs. The following goals were identified:

1. To establish a system of public bicycle/pedestrian paths in the City of Keene for transportation enhancement and recreation use;
2. To assure community participation in the planning process; and implementation of projects;
3. To prioritize public bicycle/pedestrian pathway projects for development to meet alternative transportation needs;
4. To develop a system of bicycle/pedestrian pathways as the hub of a City-wide as well as a regional system;
5. To assure the integrity of the former railroad corridors are developed for transportation enhancement and recreational use; and,
6. To pursue an orderly system of both private, quasi public and public funding in formulating projects for transportation enhancement and recreational purposes.

The following priorities were identified:

- › **Priority A Corridors - "The Central Core & Bypass System"**: Primarily east-west along the Cheshire Branch rail bed and north-south along the Ashuelot River/Ashuelot rail bed.
- › **Priority B Corridors - "Beyond the Bypass"**: Extensions of trails beyond downtown to connect to the regional trail system.
- › **Priority C Corridors - "Bike Lane Connectors"**: Bike lanes on Maple Avenue, Lower Winchester Street (Route 10), South Main Street (Route 12), and Route 101.

The east-west corridor has largely been completed, with the exception east of Eastern Avenue and across Route 101. North-south sections are present south of Route 9 via the Jonathan Daniels Trail and the Ashuelot Rail Trail. However, the bike lanes mentioned in the plan were either not constructed or not formalized (unmarked shoulders).

UNH Strengthening Connections Report (2022)

The City of Keene partnered with UNH Extension's Community & Economic Development team to participate in their Downtowns & Trails Program. The program explored ways to better connect local trails with downtown and business areas by assessing existing conditions, gathering trail-user feedback through surveys, identifying tourism and destination-development opportunities, and engaging the community through community presentations and focus groups. The key findings from the 2022 report focused on four general themes:

- › **Infrastructure/Wayfinding:** Keene has strong existing trail infrastructure connecting to downtown but needs improved wayfinding and branding focusing on connecting trail users to businesses, services, and trail information. Additionally, the free Trail Finder Trailside Services was recommended as a resource for business owners to promote their services.
- › **Community Art:** Keene's vibrant art scene can be leveraged to increase connections among art, trails, and the downtown. Opportunities include additional murals and sculptures, in collaboration with the Arts Corridor initiative. One specific opportunity included creating and implementing a vision for the amphitheater behind the Monadnock Food Coop and along the Cheshire Rail Trail.
- › **Engagement with the Business Community:** Stronger and more formal partnerships with the business community could grow connections among recreation, conservation, and business interests. Specifically, more engagement between the Chamber of Commerce, Keene Rotary Club, and Keene Downtown Group via committees and joint projects was identified as an opportunity. Additionally, trainings could be offered to business owners to learn about trail users to cater to customer interests and needs and support workforce recruitment and retention.
- › **Tourism Considerations:** Clearer branding can help promote the City's trails as valuable recreation assets. The Courtyard Hotel on the Cheshire Rail Trail could be partnered with to better serve visitors, and services such as bike rentals could be considered.

2

Assessment of Current Conditions

2.1. Existing Active Transportation Network

Existing Pedestrian Facilities and Trails

Sidewalks and Crosswalks

Keene's sidewalks and crosswalks are located throughout the older parts of the city with absences in late 20th century sub-division neighborhoods in the north and west sides of the city (see Figures 10 and 11 for map graphics). Within downtown, sidewalks line both sides of nearly all streets in the immediate area. Sidewalks along Main Street are quite generous in the commercial core of downtown (from West St/Roxbury St to Emerald St/Eagle Ct.) and surrounding Central Square. Elsewhere, sidewalks are concrete and 5'-8' wide, typically running immediately adjacent to the roadway and defining curb. Sidewalks on some streets are offset from the roadway by a planting strip with occasional trees, such as Court Street and Washington Street.



Figure 4. Sidewalk and crosswalk adjacent to the Main/Marlborough roundabout

Sidewalks also line most collector and arterials roadways in Keene on one or both sides, depending, generally, on proximity to downtown. Nearly all of the residential streets within $\frac{3}{4}$ mile of Central Square also feature sidewalks on at least one side. Beyond Route 101 and the Route 9/10/12 bypass, sidewalks exist only on collector roadways (e.g., Maple Ave, Arch St, Upper

Court St) or within residential subdivisions approved and built in the past few decades (e.g., Evans Lane off Hastings Ave.)

Crosswalks are prevalent in areas covered by the sidewalk network and are striped in strategic locations across many collector and arterial roadways. Application is inconsistent in some areas however and a number of roadway segments lack crosswalks where adjacent land uses and/or the presence of key destinations implies demand for pedestrian crossing opportunities (e.g., Emerald St at Ralston St and along various segments of West St.). Along Winchester Street adjacent to Keene State College, a pair of raised crosswalks (aka speed tables) were installed to slow traffic and provide a safer crossing condition for KSC students and nearby residents.

Pedestrian Routes to Schools

Sidewalks and crosswalks are generally provided in proximity to most schools in Keene. For schools outside of the historic core of the City—e.g., Keene Middle School and Jonathan Daniels School—the City striped numerous pedestrian/bicycle shoulder lanes in the adjacent neighborhoods that lacked sidewalks. Bicycle lanes on Park Avenue and Washington Street provide improved bicycle access to the Symonds and Franklin Elementary Schools, respectively. Keene's relatively extensive rail-trail system does not provide direct access to any schools in the city. The Appel Way Trail alongside NH Route 9 and through Wheelock Park provides bicycle connectivity from the neighborhoods east of Court Street to Keene High School.



Figure 5. Combined Bicycle and Pedestrian Lane on Park Avenue

Trails

The City of Keene features several well-used rail trails and shared use paths that help to connect the far west side of the city with downtown and link downtown with neighborhoods in the southeast part of the city and Swanzey. A prominent feature of the Cheshire Rail Trail (CRT) and the Ashuelot Rail Trail are the large-scale trail bridges crossing Rt. 9/10/12 and Route 101 to the south. In the near future, an additional trail bridge will be installed over Rt. 101 and provide a more seamless connection of the Cheshire Rail Trail with the Stone Arch Bridge and Swanzey Factory Road.

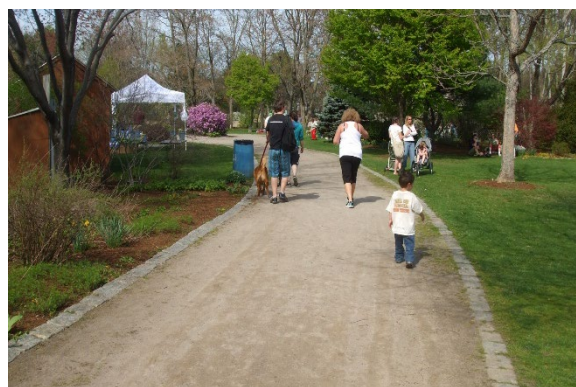


Figure 6. South end of the Jonathan Daniels Trail at Ashuelot River Park

It is notable that Keene is the center point of a growing regional trail network within Cheshire County and extending further south into Massachusetts. With future improvements, the CRT will

continue to extend further north to Walpole and, with the new bridge described above, to Fitzwilliam and to Winchendon, Massachusetts (see map on next page).

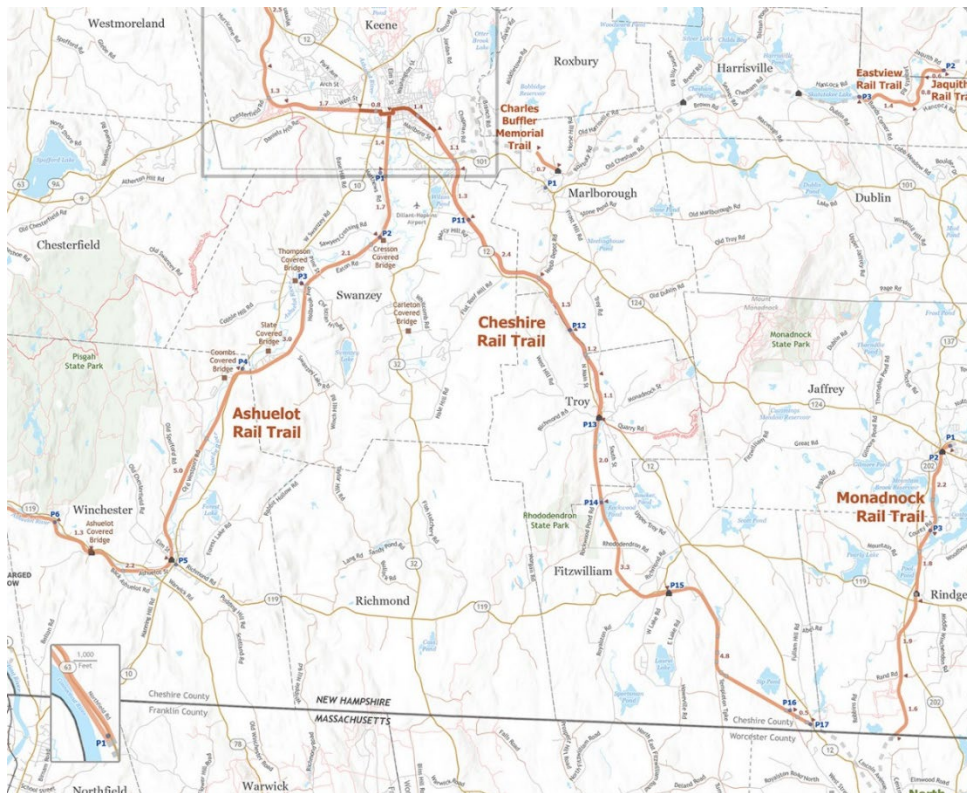


Figure 7. Map of Rail Trails within Cheshire County (source: Monadnockrailtrails.org and the Southwest Region Planning Commission)

Existing Bicycle Facilities

While not a complete network, a few roadways in Keene feature striped bicycle lanes and shared lane markings (SLM), aka “sharrows” (see Figures 10 and 11 for map graphics). The most prominent bicycle lanes lie on Washington Street from Central Square to the Recreation Center. North of Washington Avenue, Washington Street’s curb-to-curb width narrows, precluding formally designated bike lanes (though 3’-4’ wide shoulders are present). South of the Gilsum Street intersection, Washington Street accommodates two traffic lanes, bike lanes, and on-street parking on both sides. The configuration of the bike lane and the width of the roadway puts roughly half of the striped bike lanes within the “door zone” of parked cars. Along the east side of the southernmost block—between Central Square and Spring Street—the northbound bike lane sits adjacent to angled parking which creates a potential hazard for bicyclists as parked cars are backing out their respective spaces with limited visibility of the bike lane.

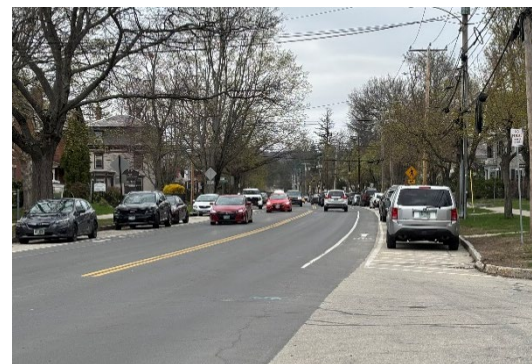


Figure 8. Washington Street bike lanes

Keene Bicycle and Pedestrian Master Plan

Bicycle lanes are also striped on a short stretch of Main Street South (Appleton Street to King Court) and on Park Ave northwest of Arch Street and Summit Road. Bike lanes on Summit Road transition to SLMs and further north to a 8'-wide shared use path beyond the accessway to the Keene Family YMCA. Combined bicycle and pedestrian lanes are striped along numerous streets that lack sidewalks in the neighborhood between Maple Avenue and Old Walpole Road. These were completed as part of a Safe Routes to School grant to enhance access to the Keene Middle School and Jonathan Daniels School.

Shared lane markings are included on:

- Summit Road from Park Avenue to Stonehouse Lane
- Park Avenue from West Street to Arch Street
- Marlborough Street from Main Street to Optical Avenue
- Water Street from Main Street to Eastern Avenue



Figure 9. Combined Bicycle and Pedestrian Lane on Sesame Street at Melody Lane

Keene Bicycle and Pedestrian Master Plan

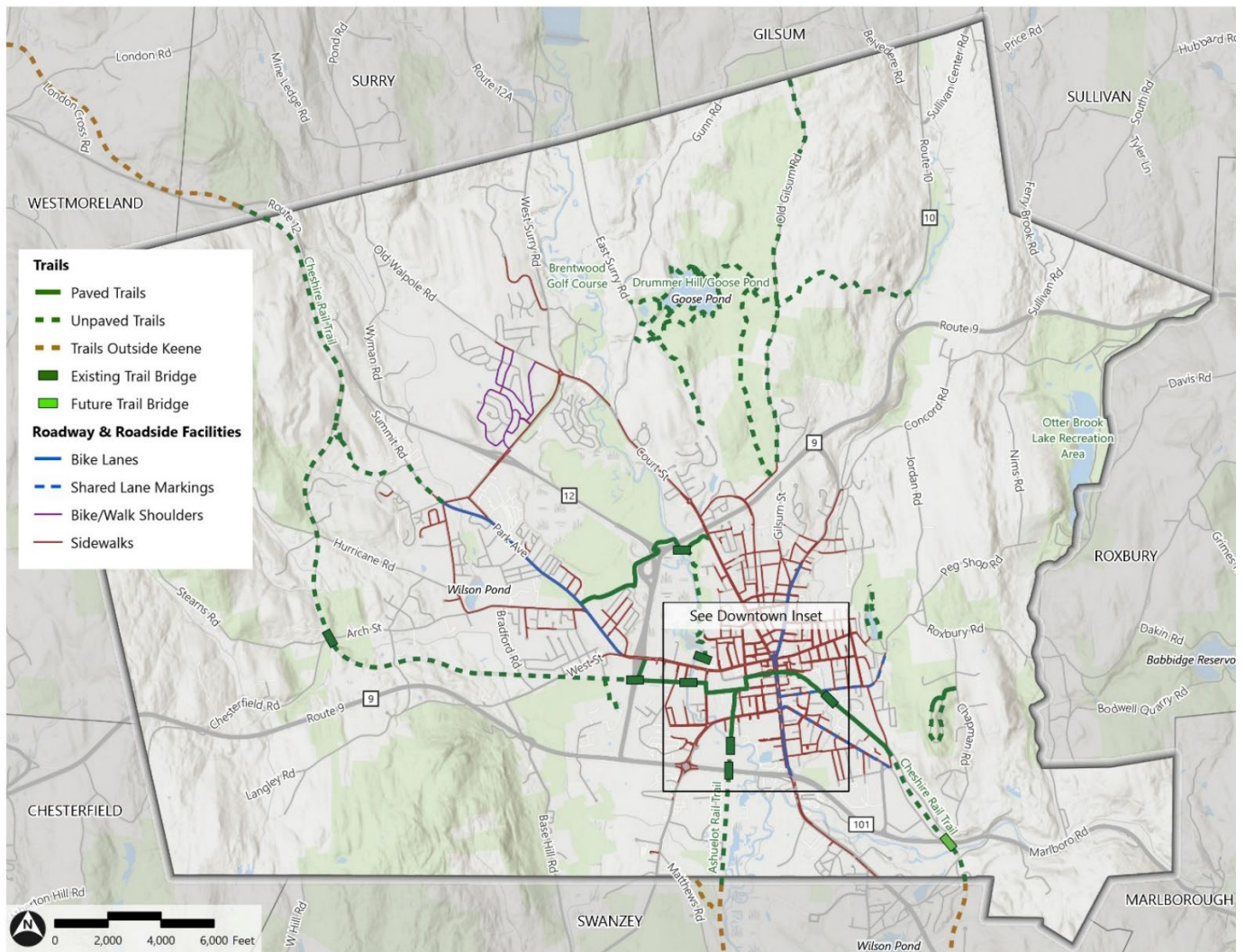
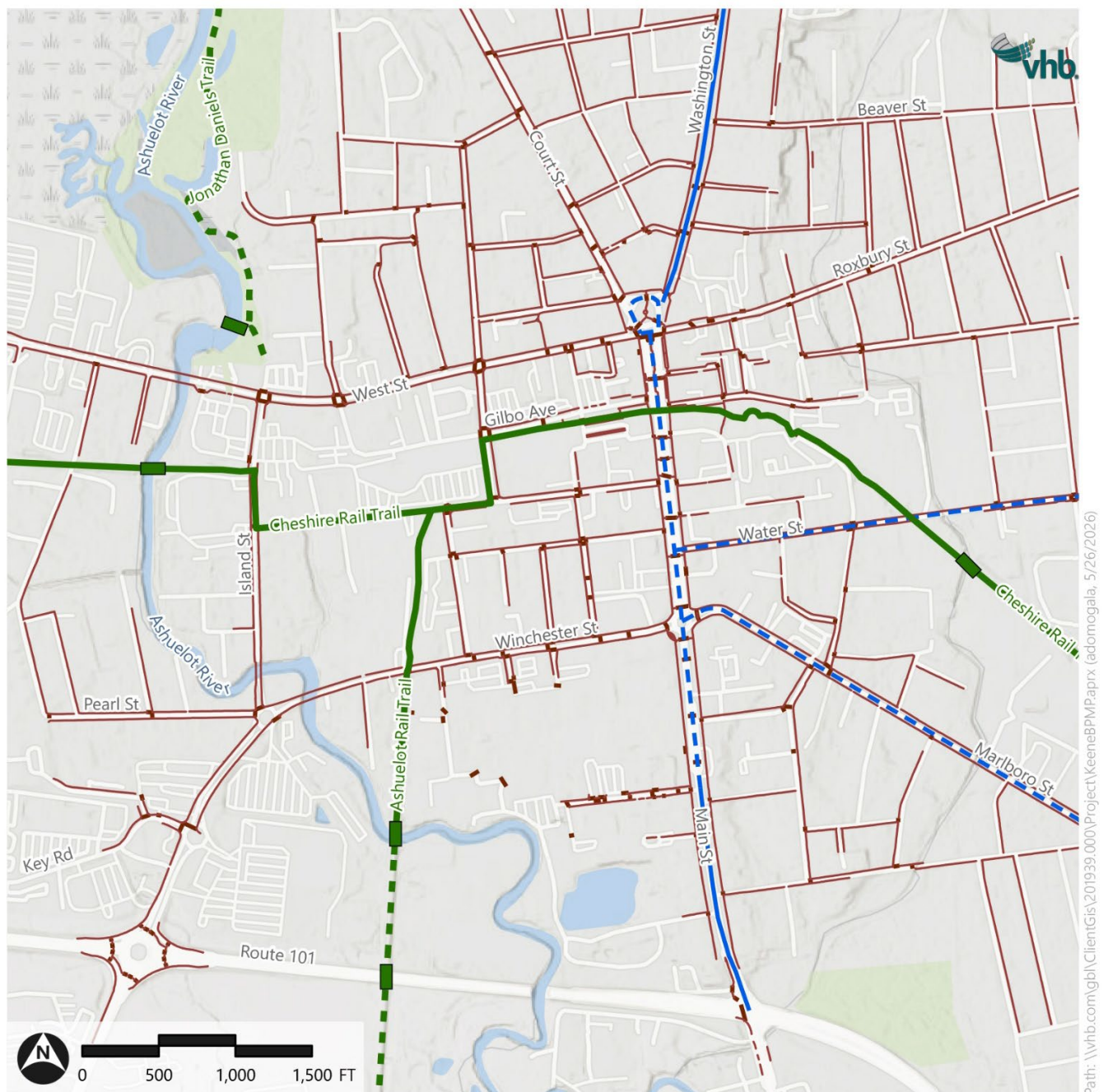


Figure 10. Existing Citywide Active Transportation Facilities



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Figure 11. Existing Downtown Active Transportation Facilities

Destinations and Public Transit

Keene's pedestrian, bicycle, and trail network serves a set of destinations throughout downtown and elsewhere in the city (see Figures 14 and 15 on the following pages). Downtown, key civic destinations include City Hall, the Post Office at Main/Marlboro, the County Courthouse, and the public library. Keene State College (KSC) is a significant generator of pedestrian and bicycle activity in Keene due to the nearly 3,000 students and hundreds of staff, along with the college's facilities that draw members of the public such as the student center, gymnasium, arts center, and library.

Arguably the most critical and important destination for people walking, rolling, and bicycling within downtown is the aggregate commercial/retail environment that draws thousands of area residents on a daily basis. This includes the dozens of restaurants and shops that line Main Street, Central Square, and discrete segments of cross streets that radiate out from downtown including Court, Washington, West, and Roxbury streets. Other commercial anchors help support the shopping and eating environment including the two downtown hotels, the Colonial Theater, and the Monadnock Food Coop.

Outside of the downtown core, retail businesses are a prominent draw for pedestrians and bicyclists. Many such businesses lie along West Street and in shopping plazas off Winchester Street, Key Road, and the Monadnock Marketplace on Route 9 (accessible by pedestrians and bicyclists from the nearby neighborhood and the CRT via Pitcher Street). Other than retail establishments, demand for pedestrian and bicycle infrastructure is generated by the city's schools, parks, playgrounds, and community facilities such as the Cheshire Medical Center, Keene Ice, the Recreation Center, Stonewall Farm, and the Keene Family YMCA.



Figure 12. Downtown Keene's many restaurants and shops are huge generators of pedestrian and bicycle activity, fueling demand for quality facilities



Figure 13. The City Express bus stop at the Keene Recreation Center features a covered seating area and bike racks

Keene Bicycle and Pedestrian Master Plan

Many of the various destination described above are made more accessible through the City Express service. City Express runs from 8:00 am to 4:30 pm on weekdays and costs \$1.00 per trip. It includes two fixed routes through Keene with 30 bus stops. Buses are handicapped accessible and have front bike racks as well. As shown on the maps below, the two routes provide good coverage of most of downtown and beyond. Other destinations served include the Cheshire Medical Center, Keene Middle School, the Family YMCA, and many of the shopping plazas and grocery stores throughout the city. Because headways are typically 30 minutes and concludes at 4:30 pm, the utility to use the bus for commuting is relatively limited.

City Express is run by the Home Healthcare Hospice & Community Services organization which also runs a "Friendly Bus" for seniors, "Para Express" to serve those living with disabilities and free rides for medical appointments.

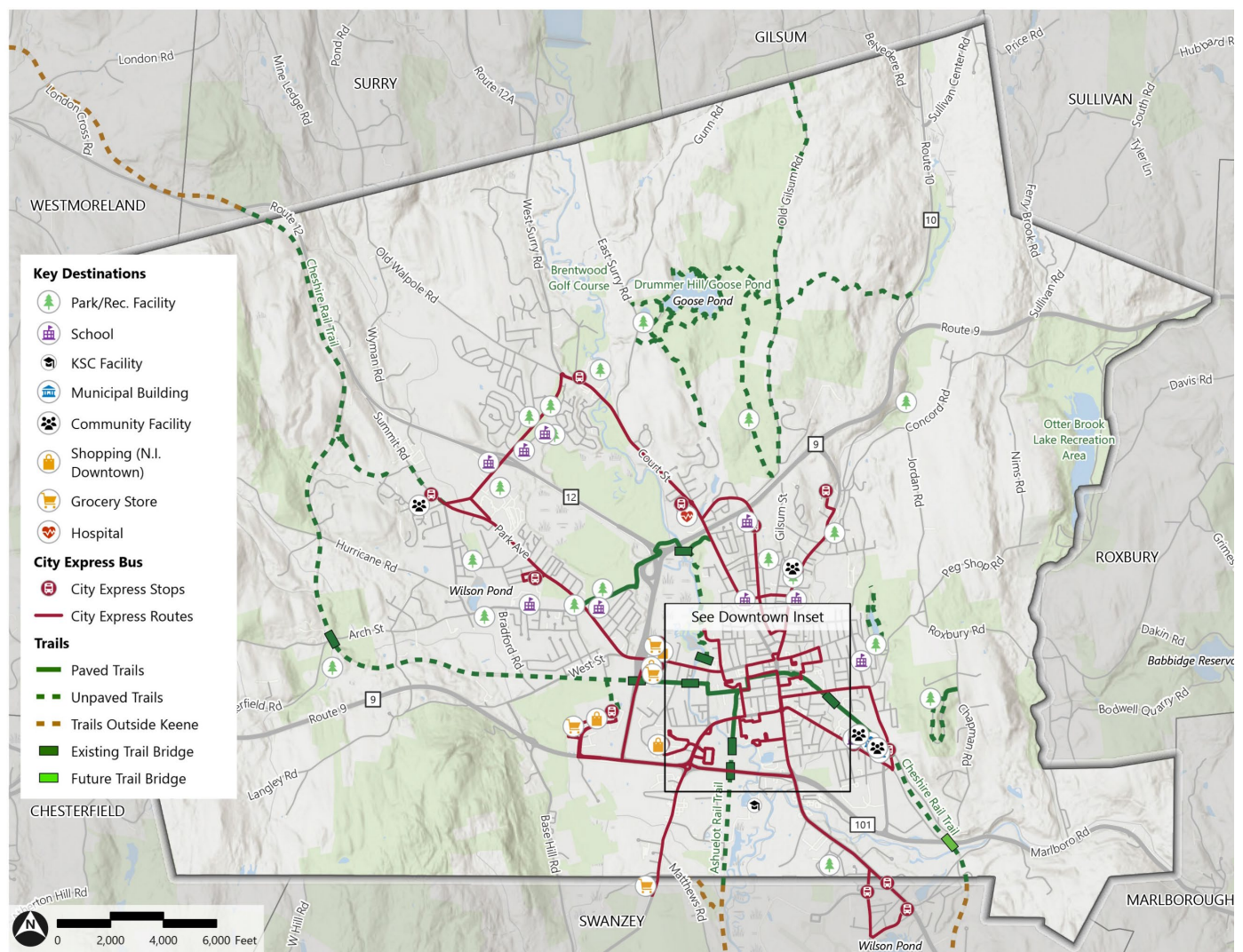


Figure 14. Existing Citywide Destinations and Transit Routes

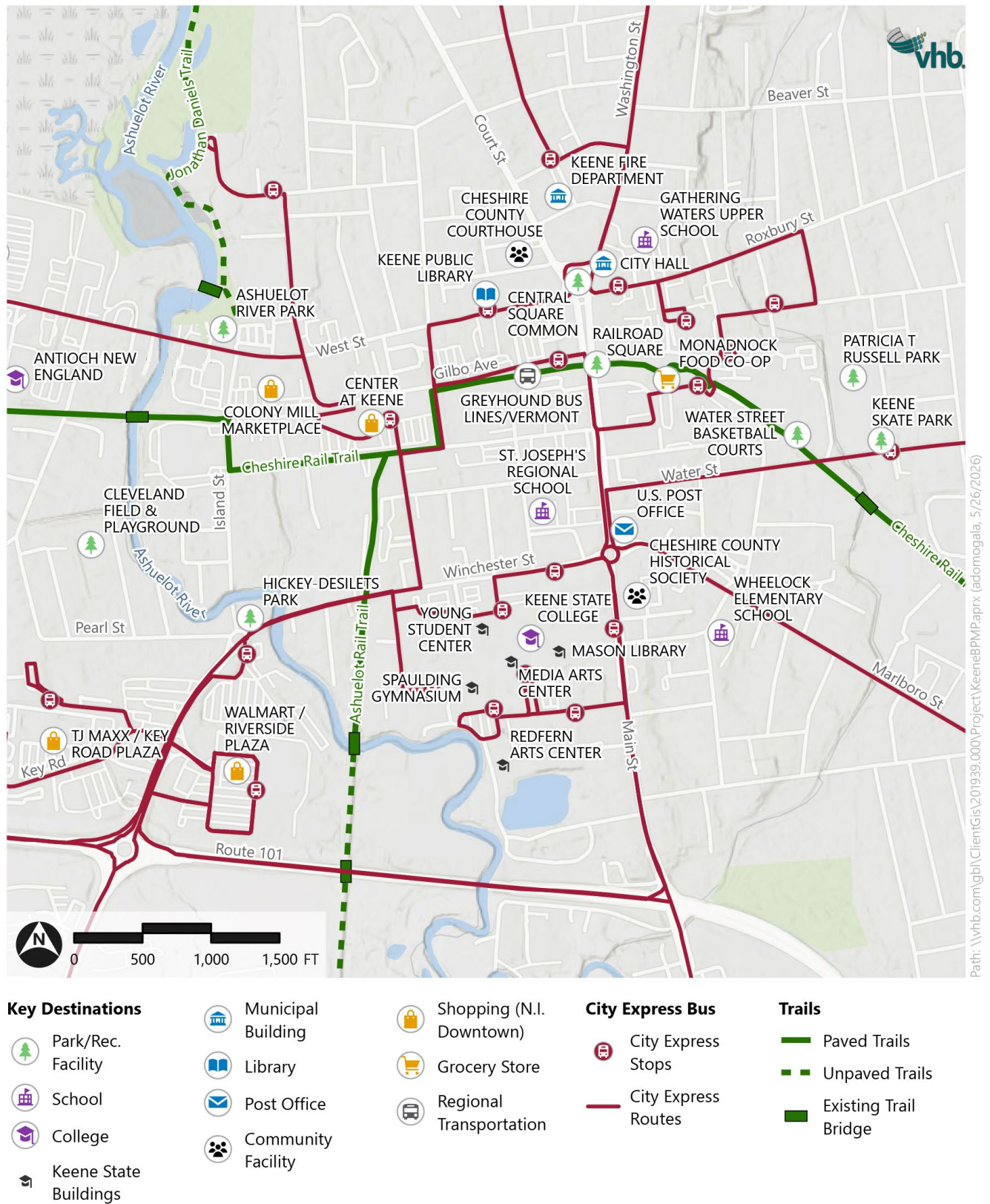


Figure 15. Existing Downtown Destinations and Transit Routes

Roadway Speeds and Crashes Involving Pedestrians and Bicyclists

Roadway Speed

Most local streets and collector roadways in Keene are either unposted or posted at 30 mph. Posted speeds only increase beyond 30 on the state highways that run along the edges of the city. These higher-speed corridors also carry greater traffic volumes and truck traffic and, in most locations, do not feature sidewalks with crossing opportunities limited to signalized intersections or at the Rt 9/10/101 roundabout.

Per crash analysis from the 2025 Keene RSAP, speed and aggressive driving are not the most frequent crash type but are disproportionately severe. Between 2014 and 2022, 61 crashes involved speeding with 26 resulting in a fatal, serious, or minor injury for the motorist or nearby pedestrian. Forty-one percent of the speeding crashes and 46% of the injury speeding crashes occurred on roadway curves, suggesting an elevated risk on higher-speed segments rather than only at dense urban intersections where pedestrians and bicyclists are more prevalent. Despite this the RSAP reports that the downtown core is the city's primary crash hot spot overall, with the Route 101 corridor (to the southeast) and Route 9 as notable concentrations of injury crashes, possibly due to higher traffic speeds.

Pedestrian and Bicycle Crashes

From 2014 to 2022, the RSAP reports that 93 crashes involving non-motorized users (pedestrians and bicyclists) occurred in Keene, resulting in 59 fatal, serious, or minor injury. Most severe non-motorized crashes—83%—occurred at intersections, underscoring the importance of the need for improvements at conflict points within the street network. These crashes cluster most strongly in downtown Keene, where the number of pedestrians are much higher than other areas of the city. The crash analysis in the RSAP further finds overlap between pedestrian and bicycle crashes downtown, disadvantaged census tracts, and areas with lower vehicle ownership, indicating that pedestrian safety needs are especially acute in the walkable core and around areas influenced by Keene State College.



Figure 16. The Cheshire Rail Trail crossing of Main Street is the site of multiple pedestrian and bicycle crashes, though none involved a serious injury

Per the 2014-2022 crash maps on the following pages, crashes involving bicyclists and pedestrians in the downtown area are concentrated on Main Street, West Street, and Winchester Street in particular. Thankfully, most crashes resulted in a minor injury with only 3 involving a serious injury on Main and West streets. Outside of downtown, fatalities were recorded on Rt. 101 and on upper Washington Street within the nine-year period.

Keene Bicycle and Pedestrian Master Plan

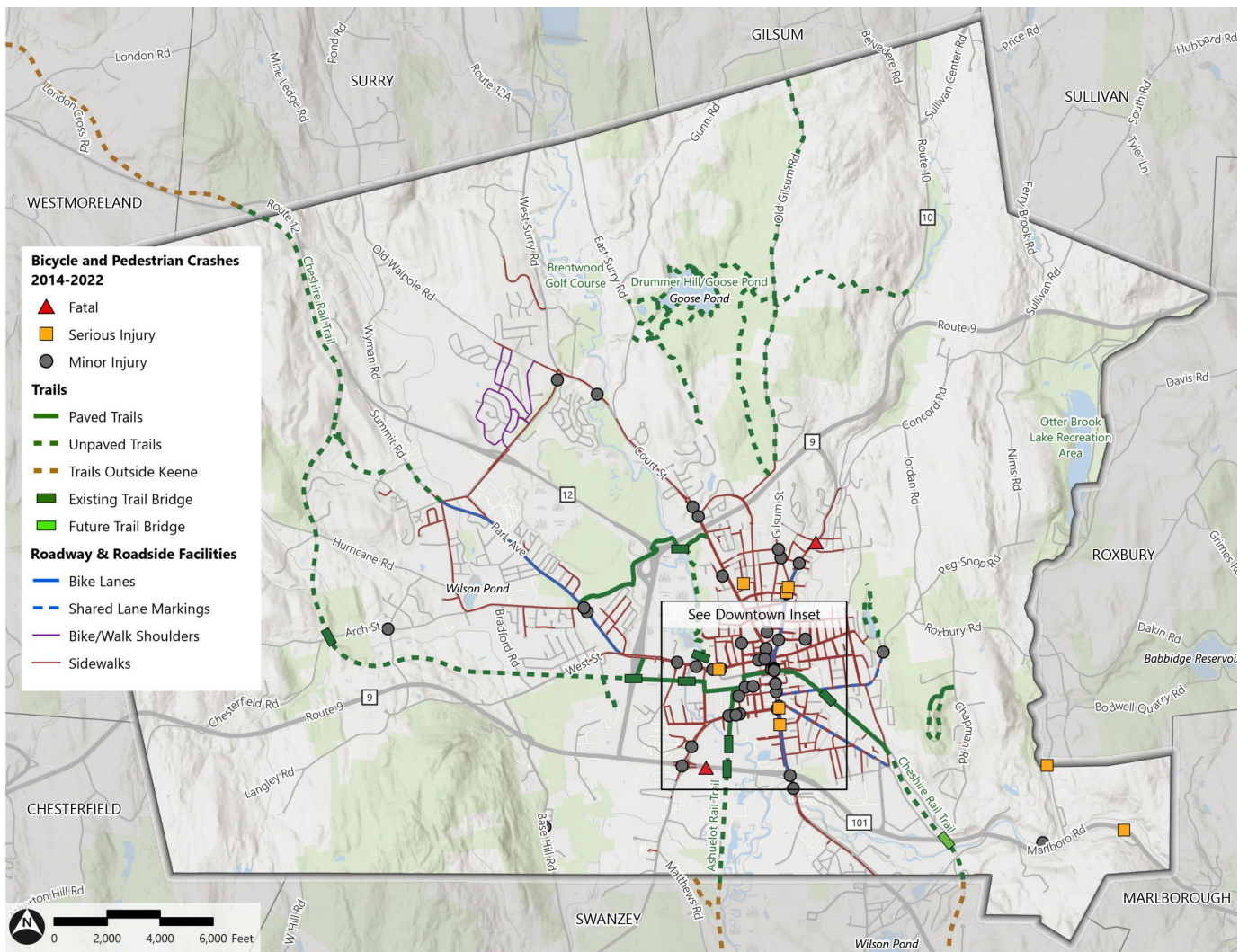
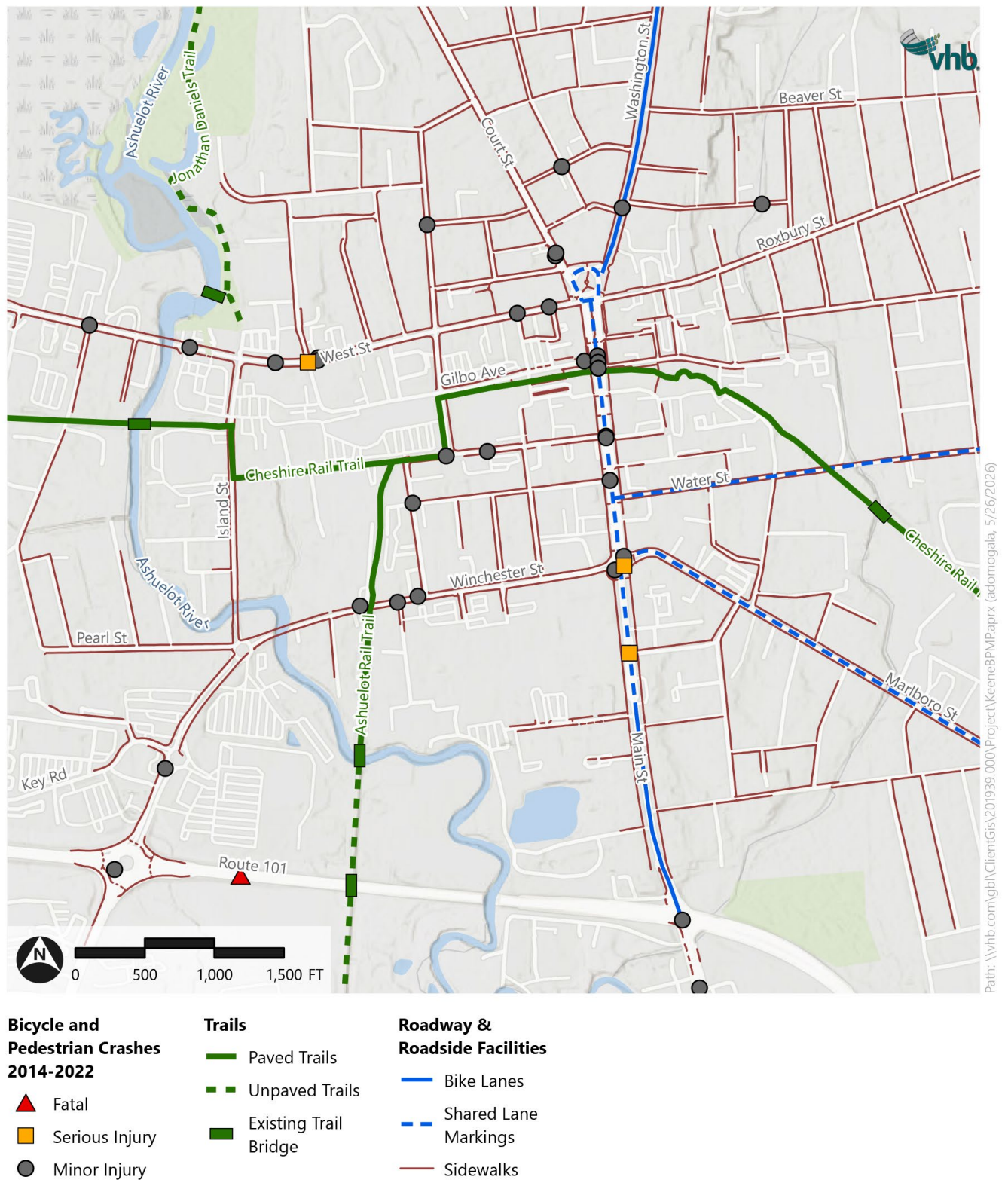


Figure 17. Existing Citywide Pedestrian and Bicycle Crash Locations



3

Needs Identification and Gap Analysis

The pedestrian and bicycle facility needs and network gaps described in this section were identified through a review of existing pedestrian and bicycle facilities, posted travel speeds, documented crash locations, key destinations, and relevant planning documents. The team also considered input from members of Bicycle and Pedestrian Master Plan Advisory Committee and from attendees at the various stakeholder meetings held in the first months of the planning process. The facility needs and network gaps described below are separated between pedestrian and bicycle modes, though Gap Analysis maps combine both modes into single maps.

3.1. Pedestrian Network Needs

Sidewalks

Within the tight network of streets in Downtown Keene, sidewalks lie on nearly all streets and, in most cases, on both sides. A few key gaps exist however, including short segments without sidewalks on Emerald Street (in front of, and east of, Brubakers), on Dunbar St, the south side of Baker Street near Beaver Brook, and the connection to Carpenter Field on Carpenter Street and the south side of Water Street. While these represent discrete gaps in the sidewalk network, the most significant absence of sidewalk lies on Gilbo Avenue from West Street to School Street.



Figure 19. Most downtown area streets (such as the Wilson/Davis intersection above) include sidewalks and crosswalks

Outside of downtown and the adjacent neighborhoods, sidewalks generally lie along primary collector streets and some local streets in various neighborhoods. Important gaps exist along major collectors including West Surrey Road, upper Washington Street, Court Street at East Surrey Road, and lower Winchester Street/Route 10. On minor collector roadways, important gaps in the sidewalk network include Arch Street beyond Hurricane Road, Bradford Road, and Roxbury Street at Robin Hood Park. Prospect Street from Court St to Armory St is a key gap that impacts opportunities for walking to Fuller Elementary School.

Crosswalks

Currently, marked pedestrian crossings are concentrated within downtown, along primary corridors through dense neighborhoods, and near schools and commercial destinations. The quality of crosswalk treatments varies, and several locations feature long crossing distances across more than two lanes of traffic. In some of these cases, additional treatments such as Rectangular Rapid Flashing Beacons (RRFBs), bump outs, raised crosswalks/speed tables and median islands may be desirable in the future to further enhance pedestrian safety.

The 2025 Keene RSAP identified a number of intersections where both improved crosswalks and new crosswalks are recommended. Many of the recommendations lie along the primary corridors in the city: Main, Court, Washington, Marlborough, Arch, and West streets. West Street, in particular, features many retail businesses and significant pedestrian traffic on its sidewalks, yet contains few opportunities to safely cross the four-lane street. Currently, a nearly 2,000-foot-long segment of West Street—between the Island Street and the traffic signal at the Hannaford and Aldi shopping plazas—includes only one crosswalk (at Pearl Street), forcing pedestrians to go far out of their way or to make a risky dash across the street to access the other side.



Figure 20. Marked crosswalk on West St., adjacent to the former U.S. Post Office building, crosses three lanes of traffic

3.2. Bicycle Network Needs

Bicycle network needs, as shown in Figures 22 and 23, arise from input received from stakeholders, previous network planning efforts, and the location of destinations in Keene that currently induce demand and/or have the potential to, if bicycle facilities existed. The need for bike facilities (or multi-use trails) lies along many of the city's primary road corridors, including Main Street, West Street, Court Street, Maple Avenue, and segments of Winchester Street. A portion of Arch Street, between existing bike lanes on Park Avenue and Keene High School, has been identified as an important gap, as well as the area between the Apple Way Trail and Keene Middle School. For the latter, the gap is presented graphically along Route 12 but ostensibly could run within the wetlands between Route 12 and the Ashuelot River. An important gap was also identified between the Washington Street bike lanes and the trail system at Drummer Hill and Goose Pond. Shown as a gap running along a combination of Timberlane Drive, Elm Street, North Street, and Gilsum Street, future improvements could also lie on other nearby streets to help fill this gap.



Figure 21. A bicycle network gap lies between the Wheelock Park/hospital area and the Middle School along the state-owned Rt. 12 right of way

Keene Bicycle and Pedestrian Master Plan

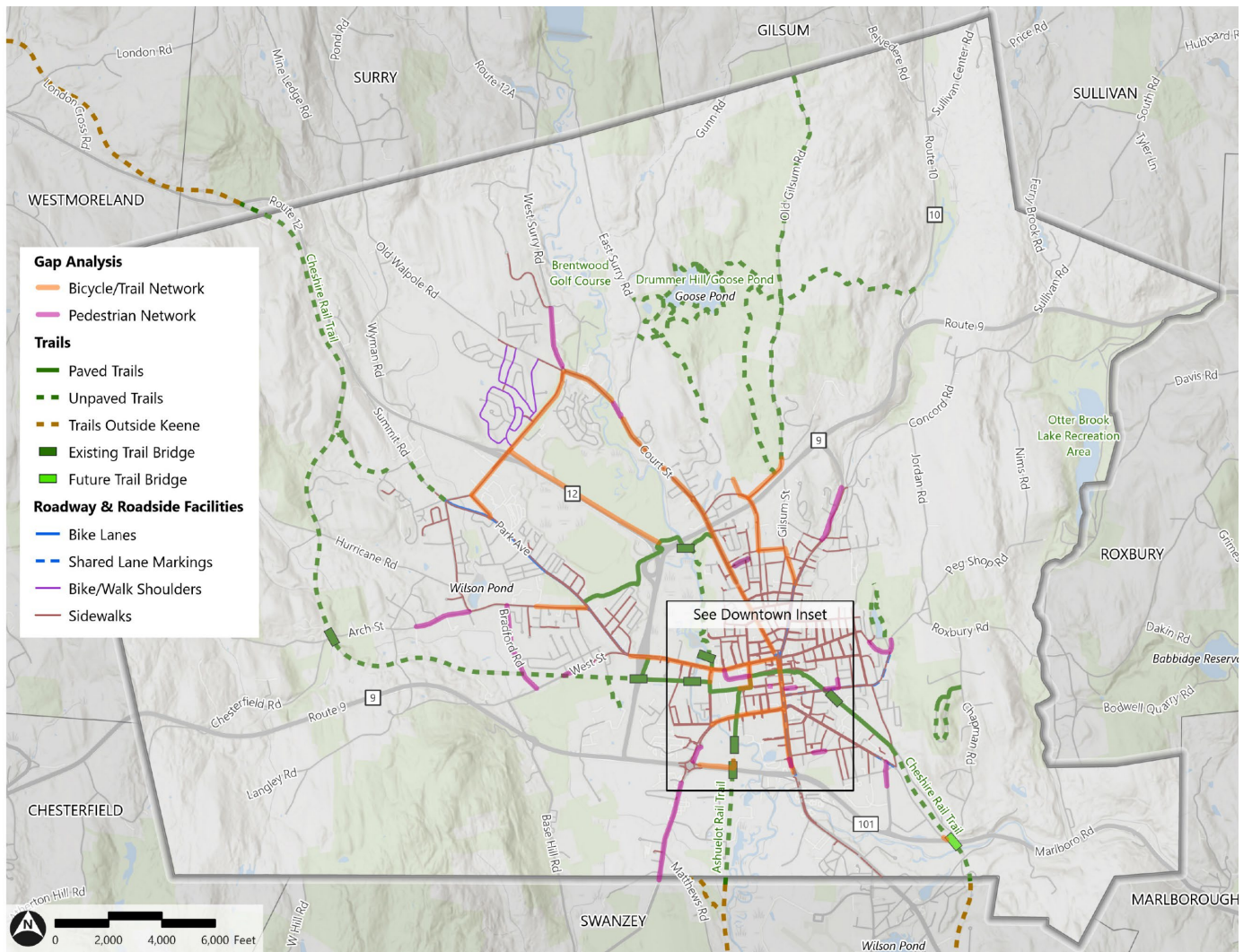


Figure 22. Citywide Active Transportation Gap Analysis Map

