

City of Keene
New Hampshire

MUNICIPAL SERVICES, FACILITIES & INFRASTRUCTURE COMMITTEE
MEETING MINUTES

Thursday, July 22, 2026

6:00 PM

**Council Chambers,
City Hall**

Members Present:

Mitchell H. Greenwald, Chair
Catherine I. Workman, Vice Chair
Jacob R. Favolise
Laura E. Tobin
Molly V. Ellis

Staff Present:

Andy Bohannon, Deputy City Manager
Amanda Palmeira, City Attorney
Brandon Latham, Deputy City Attorney
Don Lussier, Public Works Director
Carrah Fisk-Hennessey, Parks and Recreation
Director
Ryan Cooley, Airport Director

Members Not Present:

All Present

Chair Greenwald called the meeting to order at 6:00 PM and explained the procedures of the meeting.

1. Robin Hood Park Renovation – CHA Phase 1 Presentation – Parks and Recreation Director

Carrah Fisk-Hennessey, Parks and Recreation Director, introduced Mike Moonan, Project Manager from CHA. He has been doing background engineering services, especially central to Phase 1, the pool rehabilitation.

Mr. Moonan stated that he is Landscape Architect and a Project Manager for this project, here to present the Robin Hood Park pool facility. He continued that it has many deficiencies, including ADA access issues, a leak causing it to lose 5,000 to 8,000 gallons per day, issues with the gutter seam, and cracks throughout the pool deck.

Mr. Moonan stated that there are options for the pool renovation. The basic improvements option, Option 1, involves putting in a new pool liner, minor repairs of the pool mechanicals, and ADA access improvements, mainly an ADA access stair into the pool and relocation of the existing ADA lift. For pool deck upgrades, it would be replacing the entire pool deck, but with some value engineering they might just remove parts of it. Option 2 adds a zero-depth entry into the pool and includes all of the other improvements listed in Option 1.

Mr. Moonan stated that the building is in good shape. It meets all the codes except for one minor ADA access code. The doors into each changing facility do not meet ADA guidelines. CHA proposes taking out those two doors and putting in one overhead door at the main entrance. While the pool is open, that door would be open for people to go in and out of, to the right or

left. When it is locked, the sliding door would go down. Ms. Fisk-Hennessey clarified that that is the doorway to access to the pool itself, not the main entrance to the pool building.

Mr. Moonan continued that CHA would also refinish the floor with an epoxy resin coating. Those are the only improvements now proposed for the building. They looked at modifying some partitions and benches, but those could be done later or by City staff. To keep the budget down, CHA only looked at minor building improvements.

Mr. Moonan continued that to outline the big picture costs, for Option 1, the demolition is \$65,000. The pool infrastructure improvements, the liner and gutter repair, would cost \$380,100. Pool mechanicals need some upgrades, such as replacing the sand in the filters, for \$153,100. Replacing the entire pool deck would be \$285,440. The bathhouse improvements, the door and the flooring, would be \$10,000. The base project budget is \$894,640. With estimated overhead, profit, and a contingency, it is just over \$1.1 million.

Mr. Moonan continued that Option 2 has a zero-entry ADA accessibility into the pool added onto the base cost, should it move forward at the same time. The beach entry ramp demo would be \$12,000. The beach entry ramp addition, the L that comes out of the pool, would be \$368,825. With that, they would need to upgrade additional pool mechanicals to improve the turnover rate on the pool, because they would be increasing the pool's volume. That addition with overhead, profit, and contingency would be \$686,480.

Mr. Moonan continued that splash features by the beach entry, which have been requested and were in the Master Plan, would be an additional \$100,000 to \$180,000, depending on the features. Adding those features would require adding another pump system. CHA looked at putting that in the storage area on the end of the building, should that move forward. A separate splash pad would be to the north of the pool in the open grass area. It could range from \$450,000 and up, depending on the level of splash pad. They are looking at adding that to the Master Plan part of the project, to make it one of the improvements outlined in the revised Master Plan.

Currently, Mr. Moonan continued, CHA is looking at raising the floor in the pool's deep end and decreasing the depth. This would attempt to make the water volume the same, to avoid the pool mechanical upgrades. Batting this idea around rather late in the project, they determined that the amount of work that would involve would add costs to the project, too. The cost would be almost as much as the cost of revising the mechanicals.

Mr. Moonan added that regarding the Master Plan, CHA is working with the Steering Committee on some concepts. They will be discussing them over the next couple of months and will then have some plans to present the additional concepts.

Ms. Fisk-Hennessey stated that they look forward to designing concepts for the park side of the Robin Hood Park renovation, which will include everything separate from the pool. She continued that a Steering Committee would come together in early August 2026 and identify a date in September 2026 to gather public feedback.

Chair Greenwald asked if eliminating the bathhouse door Mr. Moonan mentioned in the first slide eliminates a second egress. Mr. Moonan replied no, the building would still have two means of egress. Chair Greenwald replied that he does not understand why they would remove the door. Mr. Moonan replied that ADA requires one foot to one foot and six inches at the door opening, and the doors do not have that. The corridors' width does not allow the addition of that required door width. Ms. Fisk-Hennessey explained that it would be an overhead door, like a coiling door that would come down and lock up. It would be in the same location. It would be removing the doorways and doorframes that go to the men's and women's changing facilities, and then putting in a door that is lockable.

Councilor Tobin asked for an explanation of the zero-entry, because it was not what she was picturing, in terms of it having a separate path. She continued that also; she wonders if adding the extension surface area would require additional lifeguards.

Mr. Moonan replied that CHA looked at doing a zero-depth entry down the whole length of the pool, but the length required in the landings would push it very far out. It would therefore be very costly. They need to get down three feet, at the end of the pool where the depth is three feet, which is why they need the extra length of the "L." Ms. Fisk-Hennessey clarified that it is because of the slope and grade requirements. They could not bring the whole shallow end out further to create the zero-depth entry access point. She added that it would require additional lifeguards.

Councilor Tobin stated that her concern is that if it is shallow, children will end up playing in that space, which does not seem to be the intent. Mr. Moonan replied that children do end up playing in that space and people must go around them.

Chair Greenwald stated that this is a public discussion. He continued that no decision will be made tonight. The designers and City staff want public input. It would be wonderful to have a water slide and other features, but as taxpayers, they need to keep this reasonable and functional. However, it is their one shot to improve this pool, probably in our time. He asked for public comments, thoughts, or suggestions.

Nell Wiener (of 352 Roxbury St.) stated that she is wondering about the bathhouse. She asked to see the plan again. She is confused because it looked very different than how it is currently, regarding the configuration of the concession area and the changing rooms being swapped. She wonders if she was reading it backwards. Mr. Moonan replied that they are not swapping them. He indicated Reservoir St. on the plan, which clarified the orientation for Ms. Wiener.

Ms. Wiener asked why the plan for the men's changing room does not have the same shower area partitions as the women's side. Ms. Fisk-Hennessey replied that they talked about that and determined that that is some high-quality winter work that KPRD staff would be able to do instead of having it be part of this project.

Andy Bohannon, Deputy City Manager stated that regarding tonight's recommended motion, he believes the Parks and Recreation Director is looking for final design and approval to move forward. He continued that this relates to the construction timing. To move forward, they need to

make sure they are constructing to have an open pool for next season. He asked if that is correct. Ms. Fisk-Hennessey replied yes.

Pat Giorgio (of 97 Wilbur St.) asked if the pool renovations are going to happen for sure, because about five years ago, there was conversation about how maybe Robin Hood Park would never have a pool because of the major construction needed. Ms. Fisk-Hennessey replied that this is a done deal; it is going forward. Chair Greenwald agreed that it is a commitment. There will be a pool.

Chair Greenwald said he hears that they need a final design. He asked Mr. Moonan to go through the options for the Committee to consider.

Mr. Moonan stated that the “base renovations” option is the one that could fit within the current budget. It does not have the zero-entry. The team has been discussing, however, the feasibility of adding the zero-entry later, if these improvements occur now, should additional funding become available in the future. Ms. Fisk-Hennessey added that a benefit of running through all the different design options is having all the plans, so they know what it would take to add something on in the future.

Chair Greenwald stated that one option [option 1 plus option 2] is to add the zero-entry. Ms. Fisk-Hennessey replied that is correct; that would be the base \$1.1 million plus the \$689,000.

Chair Greenwald stated that the next question is about the splash pad. He asked about “each entry spray feature.” Mr. Moonan explained that they would probably make the zero-entry a little wider and put a spray feature to the side of it, such as a splashing mushroom or tree. The splash pad would be a standalone in the area north of the pool, within the pool footprint. That could easily be added later.

Chair Greenwald asked if Wheelock Park is getting a splash pad. Ms. Fisk-Hennessey replied that Wheelock Park had a splash pad installed several years ago, and it is now defunct. Per Chair Greenwald’s request for more information, Mr. Bohannon explained how it was installed in 2011 and was operational for two or three years before elements of it broke and could not be replaced. Wheelock Park’s splash pad has not been usable for five or six years.

Councilor Ellis asked, following up on Councilor Tobin’s question, if additional lifeguards would be necessary to have the zero-entry, or if they did the splash features along with the zero-entry, or both. Ms. Fisk-Hennessey replied both. Councilor Ellis asked if that would potentially be a problem in the future with staffing. Ms. Fisk-Hennessey replied yes. Councilor Ellis asked how possible it would be to not do the zero-entry now but to look at that for, say, five years out. She asked if that would be a huge undertaking. Ms. Fisk-Hennessey replied that today, they are looking to do the baseline renovations to ensure they seal the leaks and have an efficient pool system with a safe pool liner. The feasibility of adding a zero-entry later is a little more difficult than the feasibility of adding a splash pad or splash features.

Vicky Morton (of 275 Water St.) asked if the zero-entry was initially designed for handicapped access. Mr. Moonan replied yes. Ms. Morton asked why, then, they would put a splash feature

where a handicap access is. Mr. Moonan replied that it is done often; you just put it off to the side, and you still have handicap access on the other side of the zero-entry ramp. The zero-entry ramp would be a little wider. He showed an example of a zero-entry where the splash feature off to the side would not interfere with patrons entering the pool.

Kelly McKenney (of Peg Shop Rd.) asked if there have been feasibility studies of the chair hoist versus zero-entry, for people with disabilities. Mr. Moonan replied that as part of the project, the existing chair lift would be relocated within the pool. He continued that to comply with current code, the pool needs two means of ADA access, so they are also adding an ADA access stairway, which has more rails.

Councilor Workman asked for further explanation of what the depth of the leisure pool would be. Mr. Moonan replied that it would be the same depth as it is now. He continued that it goes from about three feet to three feet and six inches, then to four feet and six inches, and then coming around the corner it goes to five feet, and then ten feet at the deep end. Ms. Fisk-Hennessey added that currently there are buoy lines at the four feet and six inches depth to separate the shallow end from the middle section, and a line of buoys to separate the middle section from the deep end.

Councilor Tobin asked about the water temperature. She continued that water chillers are becoming more important in some places. With rising temperatures and shallower areas, she imagines it could heat up more quickly. She asked if that would be a concern. Ms. Fisk-Hennessey replied that she does not think that would be a concern, because they have the mandatory turnover with the pool mechanicals right now, so the water is filtered regularly.

Pete Runez (of 261 Chapman Rd.) stated that he wants older kids to use and be excited about this pool. He asked if they have plans for any features for them, such as diving boards or water slides.

Ms. Fisk-Hennessey replied that there used to be diving boards and a water slide, way back, but it comes down to insurance and liability. She continued that insurance and liability are why they do not have diving boards and water slides right now and cannot add them. She hopes that older kids will still come and swim and have a good time. The KPRD hosts pool parties, which add-in some competitions and different kinds of fun.

Councilor Favolise stated that before someone makes a motion, he wants to know what staff's recommendation is, regarding the options. Ms. Fisk-Hennessey replied that staff recommends Option 1, which does not include the beach entry at the current time, but does give them the plan, so that if more funding becomes available later, they have different options that have already been fully investigated.

The following motion by Councilor Ellis was duly seconded by Councilor Workman.

On a vote of 5 to 0, the Municipal Services, Facilities and Infrastructure Committee recommends that the City Council approve the final design of the project and authorize the City Manager to do all things necessary to bid and construct that design, as recommended by City staff and the City's consultant engineer, CHA.

2. Erik Murphy – Petition – Safety Improvements at the South Lincoln Street and Roxbury Street Intersection

Erik Murphy stated that he is a resident at the corner of Roxbury St. and the South Lincoln St./North Lincoln St. intersection. He continued that in June 2026, a pickup truck survived a crash in the middle of the intersection and ran through his hedge. He has seen this twice. There have been two more accidents at the same location in the six weeks since his petition was signed by his neighbors and other concerned community members. The petition offers the City Council opportunities to think differently about how to approach a dangerous intersection where there are speeding cars. The best solution seems to be a four-way stop, ensuring that traffic slows to a complete stop, provided people read the sign. Blinking LED lights could be on the sign's perimeter. This would be the first step, similar to the case of the intersection at Water St. and Grove St. He believes this solution is reasonable. It spares them from needing extensive traffic studies and multiple specialists. The intersection is too dangerous to leave as it is. The concerns are not going away.

Mr. Murphy continued that various City departments might be reluctant to say that change is needed. However, he does not want to come back to the Committee with a fatality as the reason for presenting the same solution. Several other people tonight will want to give their own testimony.

Chair Greenwald thanked Mr. Murphy and asked to hear from the Public Works Director.

Don Lussier, Public Works Director, stated that they have looked at this intersection a couple of times over the past few years. He continued that he understands the Petitioner's point. He himself does not want to see an injury or fatality at this intersection. He continues to have significant reservations about an all-way stop. He is not convinced a four-way stop sign would actually get drivers on Roxbury St. to stop. He thinks the primary concern there is sight distances, for northbound traffic on South Lincoln St. and southbound traffic on North Lincoln St. In addition, for westbound traffic coming down the hill on Roxbury St., coming around the corner, stopping sight distance is limited by the horizontal curve of the roadway. It would be challenging for drivers to stop in time, especially people unfamiliar with the area. His concern is that a four-way stop there would lead to more rear-end collisions.

Mr. Lussier continued that the Petitioner is right that due to the traffic collision history at this intersection, clearly something must be done. He and the City Engineer have spent the last couple of weeks looking at many options, such as additional signage. Last time this was in front of the Committee, staff recommended and installed advance warning signs to alert drivers to the upcoming curve and slow them down. They talked about transverse rumble strips. For example, on Route 101 in Peterborough, as you approach the roundabout there is a series of sequential rumble strips. Each one is a little bit closer together, so they raise your heartbeat a little as you speed along. Those can effectively warn drivers of unexpected hazards in the roadway. However, transverse rumble strips are also very noisy, and this is a residential neighborhood. They can raise traffic noise, depending on the speed and volume of traffic, by approximately 10 decibels. That is essentially doubling the traffic noise. He thinks the neighborhood would not want that.

Mr. Lussier continued that they also considered speed feedback signs. Similar to the radar panels the City uses to collect data throughout the city, they could do something more permanent at this location. He would also like to explore acquiring a “view easement,” because he thinks the primary issue is the sight distance for traffic entering Roxbury St. from North and South Lincoln St. One corner has a hedge right up against the right-of-way, and another corner has a fence right up against the right-of-way, obstructing drivers’ view of traffic coming from the east, especially for those in low vehicles. He would like to explore whether those property owners would be willing to donate or sell to the City the right to move those obstructions back.

Mr. Lussier continued that in summary, he has continued reservations about an all-way stop and cannot recommend that. Instead, he recommends the Committee place this item on more time and allow staff to return in September with more information. Alternatively, the Committee could refer this to the City Manager and allow staff to work on it over the next couple of months and return with more concrete solutions.

Mr. Murphy stated that this has never been labeled a “dangerous intersection,” but “dangerous intersection ahead” signs exist elsewhere. He continued that one option would be to have such a sign coming down Roxbury St. The space between the corners there has never had a speed table. Speed tables are silent and generally effective. He has seen speed tables slow drivers elsewhere in Keene. Mr. Lussier replied that those are valid suggestions staff can look at.

Chair Greenwald stated that the intersection in question is part of his regular commute, so he is familiar with it. He continued that he is one of the drivers coming down the hill. He thinks drivers on Lincoln St. not stopping is causing the issue. The Public Works Director made a good point about improving the sight information, which is important. More signage would be great. He likes the idea of speed tables, too, on Roxbury St., Lincoln St., or both.

Councilor Tobin stated that she thinks it would be good to have an ordinance regarding sight lines. She continued that many City guidelines about things like how far a vehicle can be parked from an intersection are related to sight lines or about sight lines, but they are considered separately and do not consider how all those things fit together. Regarding an all-way stop at this location, she understands that it can be difficult for people coming down the hill to know that they need to stop and to stop. However, most people driving this intersection are driving it regularly. She thinks people would get used to a sign. She thinks people coming down that hill and around the curve would anticipate that and would slow down. Even if someone could not see coming off Lincoln St., they would have enough time to stop. The four-way stop is worth considering.

Councilor Favolise stated that he is not very familiar with this intersection, but he is familiar with speed tables in the part of town he drives regularly. He continued that speed tables slow people down, or if they do not, that is a mistake people only make once. He thinks a speed table is worth exploring. As mentioned in the petition, the Committee had a similar discussion a couple of years ago about the four-way stop at Water St. and Grove St. He was skeptical then, for the same reasons as the Public Works Director. He understands the sight lines and geometry are different here. He has been pleasantly surprised by how well the four-way stop has been

working at the Water St. and Grove St. intersection. He hears Mr. Lussier's concerns, and there are some other alternatives that sound positive, which the lead petitioner might be open to discussing further. However, he concurs with Councilor Tobin. A four-way stop has surprised him positively before, and maybe it could do so here.

Councilor Ellis stated that the City had a roadway safety study a few years ago, and she thinks it did recommend a stop sign or four-way stop at this location. She continued that she remembers that Public Works decided it did not meet the standards for requiring a stop sign. She asked for more information about that.

Mr. Lussier replied that the Manual on Uniform Traffic Control Devices (MUTCD) is the Federal guidelines. He continued that the City Council adopted the State standards for traffic control standards, which is the MUTCD. The MUTCD uses several criteria to evaluate whether an all-way stop is warranted. Research has shown that if a municipality installs stop signs at every intersection, people stop obeying them. Stop signs are effective when used judiciously where they make sense and are needed. If overused, they tend to have the opposite effect. Crash history is one criterion, and that is the most compelling reason to consider it. This intersection does not meet the other criteria, such as traffic volume on the minor and major approaches, and relative speeds. A four-way stop at this intersection would create a false sense of security for the minor approaches. Drivers on South and North Lincoln St. would expect the drivers on Roxbury St. to stop, when maybe they would not.

Councilor Ellis stated that she also wondered about what Mr. Lussier said about how collisions might increase, but rear-end collisions. She asked if it is correct that rear-end collisions would be less dangerous than the collisions from people speeding through. Mr. Lussier replied that a collision's seriousness is a function of relative speed. He continued that a T-bone collision at full speed is probably the worst, but rear-end collisions are also very dangerous, especially if the second car is driving too fast.

Councilor Workman stated that she agrees with a lot of what has been said. She continued that one of the biggest issues for North and South Lincoln Streets. is the sight distance, so she loves the idea of the City working with the corner property owners to reduce the landscaping. She agrees that something must be done right away. It comes down to traffic enforcement. She has worked and had private meetings with the City Manager and was reassured that there would be additional traffic enforcement in the City throughout the summer. She has not seen that implemented. She strongly believes that if they had a visible presence of police officers and they more frequently issue tickets, word would spread like wildfire. That is important to do. She asked whether temporary rumble strips or speed tables could be installed to test them out.

Mr. Lussier replied that last year, the City purchased a temporary speed hump system, smaller than full-sized speed tables. They used it in response to a concern on Pearl St., for two or three months. Those systems are bolted to the asphalt and must be removed before winter. Results were mixed. Drivers slowed down. Several home surveillance videos showed the downsides, such as a car leaving the ground due to hitting the speed hump at about 45 to 50 mph, which is dangerous, and vehicles getting rear-ended because the car in front did not see the speed hump

until the last moment and slammed on its brakes. Someone drove across a lawn to avoid the speed hump. There is no engineering solution for human behavior.

Chair Greenwald asked if the thought would be to have a speed hump on Lincoln St. or Roxbury St. Councilor Workman replied that she was thinking before the curve on Roxbury St., to slow drivers down as they approach the intersection. Presumably, the issue with most accidents is people coming around that downhill curve too fast and being unable to see well enough. Chair Greenwald replied that acknowledging that this will be studied more, he again says the problem is people who are not stopping, not the people who are going.

Vicky Morton (of 275 Water St.) stated that it was not just Mr. Murphy who submitted this petition; she and many others joined his request to have something done with this intersection. She continued that she does not understand why the four-way stop would be such a hindrance, if by installing it the City would not be violating State or Federal law, nor receiving a financial penalty, and the neighborhood is asking for safety. The hedge staff proposes Mr. Murphy give up currently protects him from having a pick-up truck crash into his yard. At an East Side Keene neighborhood meeting a couple of months ago, the City Manager clearly said that with the Police force understaffed, the priority is not traffic, stop signs, or red lights. The priority is assaults, robberies, and investigations. No one is yet discussing that when the Downtown Infrastructure Project is underway, traffic unable to get through downtown is likely to go to this neighborhood. Drivers already race through Beaver St., North Lincoln St., South Lincoln St., and Eastern Ave. The neighborhood, again, wants to know how the traffic patterns will change and how they will be monitored. Simultaneously, they hear that traffic, stop signs, and red lights are not the priority. If they will not get support from the KPD, it would be important to have the four-way stop. Blinking lights on a four-way stop would draw more attention, and she wants to see that.

Jennifer Sizo (of 10 Fairfield Ct.) stated that she is in favor of a four-way stop. She continued that she lives off Water St. and to get downtown, she takes Lincoln St. and wants to make a left turn onto Roxbury St. Making that left turn is scary. The drivers coming down the hill are the problem, because turning left onto Roxbury St., you cannot see them in time. She looks left, looks right, looks left again, and then just goes quickly, hoping no one is speeding down the hill. She thinks a four-way stop sign with lights is necessary, and signage up the hill to explain that the four-way stop is coming. They could put out electronic signs ahead of time to tell drivers this will be happening. That was how they warned people of the upcoming four-way stop on Water St. By and large, people obeyed the signs.

Nell Wiener (of 352 Roxbury St.) stated that her high school physics teacher was adamant that you should not be braking while you are curving. If you try to stop your velocity going forward while also changing your velocity from side to side, that is a problem. Thus, vehicles need to slow down before the curve. She suggests a stop sign at Reservoir St. and Roxbury St. That is also a park, where children frequently cross. Next to the stop sign, she recommends a “dangerous curve ahead” sign. Drivers would already be slowed down when they hit the steeper hill and then the curve.

Chair Greenwald asked Mr. Lussier if the Committee and Council, should they want to do this four-way stop, can do it despite what the Public Works Department says. Mr. Lussier replied

absolutely, it is completely up to the Committee and Council's discretion. The Committee and Council are not required to follow his recommendations. He continued that stop signs are required to be listed in City Code to be enforceable, so it would take an ordinance to enact that.

Julie Runez (of 261 Chapman Rd.) stated that the intersection is part of her daily commute. She continued that her husband was in a serious accident here about a year ago. He was T-boned heading up Roxbury St. by a car heading north on Lincoln St. His SUV flipped over completely and landed back on its tires. She understands the compulsion to say a four-way stop would fix this dangerous intersection, but she disagrees. When you are heading north on Lincoln St., the stop sign is almost completely obscured by a tree trunk. The person whose car hit her husband's did not see the stop sign and did not touch the brakes. That driver and her husband did not see each other until the moment of impact due to the hedge on the southwest corner. Obstructed sight caused by the tree trunk and the hedge are the two major issues. If those two elements are not addressed, no amount of signs, speed tables, or speed reduction strategies will stop the accidents, and someone will die.

Razia Ali Hamm (of 51 Beech St.) stated that she drives this intersection multiple times a day, and it is the most dangerous intersection she has encountered living in many places. She continued that she sees the danger exactly as Ms. Runez described, and from drivers coming down the hill. Where she used to live was very flat. Exploring New Hampshire, she has found many similar intersections, which have stop signs, and people are able to stop while coming down the hill. Signs prepare drivers for the stop ahead. She knows this stop sign is there and so she stops, but she often does not see the sign, especially coming down Lincoln St. She frequently debates whether to drive a different route to avoid this intersection.

Joan Murphy (of 287 Roxbury St., spouse of Mr. Murphy) stated that the corner of Roxbury St. and South Lincoln St. is also a bus stop. She continued that they have to be mindful of that, because every morning and afternoon, kids are being picked up or dropped off. The incident Mr. Murphy referred to was the second time a vehicle went through their hedge. When it first happened, their three-year-old son was fortunately not in the yard. They do not need to wait for there to be a fatality to make safety improvements here. She asks the Committee to give the many great suggestions some serious consideration.

Pete Runez (of 261 Chapman St.) stated that he is the one whose SUV was hit and rolled over in the intersection. He continued that he does not think drivers going up and down Roxbury St. are the problem. South Lincoln St. is where they need to fix the problem with a stop sign, cut off the hedges and the tree, and consider adding a strip or a speed bump. However they do it, it needs to be fixed. Since the downtown construction is happening, he hopes something can be done sooner rather than later, instead of waiting until September. Something should happen in the next week or so.

Steve Salamin (of 30 North Lincoln St.) stated that he has lived here for 26 years. He continued that he is a night owl, and even when it is silent in the middle of the night, there are accidents. He knows this is a balancing act, with many perspectives, and they are trying to determine what is most cost-effective and helpful. It is clear to him that awareness is a big deal at this intersection. Drivers need to be made aware, whatever direction they are traveling, that this intersection can

be problematic. The second most recent accident was someone speeding up Roxbury St. unable to make the curve. Due to the speed, the car was sadly sent airborne into a tree, and the driver was banged up. Thus, sight line is important, probably priority. He believes the owner of the house on Roxbury St. on the corner of North Lincoln St. is considering replacing his fence. Now would be the time for the City to contact him and see about that easement they need for sight line, because a new fence right there might make it worse.

Mr. Saliman continued that the options he sees include the extremes of either doing nothing, which is not a solution at all; or doing major infrastructure. He is not an expert but would recommend a blinking light installed over the intersection, with red for North and South Lincoln St. and yellow for everyone. No extra bumps or major signs would be needed. A blinking light would be enough for awareness. Living between Beaver St. and Roxbury St., he is amazed by people blowing past the Beaver St. stop sign. Every night, he hears people blast right through the Roxbury St. stop sign. Increasing awareness probably would not stop those types of drivers, but they need to look at the possibility of increasing awareness and obeying the law.

Councilor Favolise asked if this is an “either/or” for the Committee tonight. He continued that considering how the ordinance process works, with the Council needing to consider an ordinance at a first and second read, by the time the Council approved stop signs to be installed, it would be fall 2026 for installation. If the Committee places this on more time, maybe the continued conversations yield a helpful result, or not. He asked if there is a motion the Committee could make tonight that would allow for the four-way stop sign process to begin, which would not mean the Council would have to vote for the ordinance in a few months when they get the chance, but that would not preclude other potential solutions from happening. He does not want them to be frozen doing nothing for months. Clearly, something needs to be done.

Amanda Palmeira, City Attorney, replied that she thinks that is possible, but she wants confirmation from Public Works. She continued that an option is to vote to refer it to the City Manager for immediate action from Public Works. The risk would be that whatever remedial action staff take now might be different from what the community or the Committee ultimately decides to do. With Committee guidance, staff could immediately act, but as said, there would need to be an ordinance to put the stop sign into the Code. It sounds like there are multiple options at play, so how that shakes out might not be what the Committee picks.

Councilor Favolise replied that he wants the Committee to begin the process of introducing an ordinance for a four-way stop. He continued that he does not want that to preclude Public Works and the petitioners from working on interim solutions that may or may not work in the way they are hoping. He wants both things to be able to happen.

Mr. Lussier stated that staff does not need the Council to vote to tell staff to introduce an ordinance. He continued that if the Committee tells staff they think that is a viable option, staff can introduce an ordinance next week at the Council meeting. Council would refer it to the MSFI Committee, for deliberation on September 23, 2026. That same night, staff would return with a menu of options to consider. One option would be the four-way stop ordinance.

Chair Greenwald stated that police emergency powers exist. This could be done immediately through those powers. He does not know whether this rises to that level. The Council could consider that possibility at the next meeting. He does not want to preclude all the analysis and suggestions Public Works will determine. Mr. Lussier replied that he suggests both could proceed in parallel, and both would hit the Committee's agenda on the same night. Chair Greenwald replied that he is saying this does not have to be introduced in September 2026, acted on in October 2026, implemented in November 2026. It can happen faster, if it is the Council's will.

Councilor Tobin stated that regarding the intersection to the park that someone mentioned, they should see what can be done there. It is terrifying to cross there. Second, she wants to make sure that when the Council hears of a problem at an intersection, staff checks to make sure all signs that are supposed to be there really are there and are visible to people who need to see them.

Regarding the second point, Mr. Lussier said, neighbors brought some visibility issues to his attention this week. He continued that the City will not take down a mature street tree; that would not be popular. Right away, they could look at adding a "Stop Sign Ahead" sign about 200 feet before the stop sign. That does not require Council action. Regarding putting a stop sign at the Reservoir St. intersection, he even less recommends that option. Having too many stop signs creates compliance issues. When a driver goes through a stop sign 20 times and does not see any cross traffic, it trains the driver to violate the stop sign. Councilor Tobin clarified that she did not specifically suggest a stop sign there. She said they should look at the safety of that intersection, since it is a park entrance and the precursor to much of the traffic coming down the hill.

Fiona Lowry (of 74 South Lincoln St.) stated that she is the Business Manager at Gathering Waters School on South Lincoln St. She continued that the school would be very much in favor of having a speed hump in front of the school and at the entrance to the park. People from the school cross there multiple times a day. The level of traffic, especially at night, of people speeding through and needing to screech to a stop if they realize there is a stop sign, is alarming. A permanent speed hump would slow drivers down on South Lincoln St. and increase awareness of the stop sign. It "becomes a drag race." South Lincoln St. is used to come into downtown from Eastern Ave. Drivers speeding down South Lincoln St., going to turn left, are less likely to pause long enough to see the traffic coming from either direction. More than the hedge, the telephone pole on the corner of South Lincoln and Roxbury St. causes visibility issues when you cannot see far enough up the hill.

Julie Runez (of 261 Chapman Rd.) stated that there is already a "Stop Sign Ahead" sign on South Lincoln St. heading north. The problem is that some people are then looking for the stop sign but cannot see it and thus do not stop. She understands not cutting down the mature tree. Maybe the flashing red light is a better option, because right now, the stop sign is not visible.

Chair Greenwald thinks City staff need to consider all of these good suggestions. He does not want the Committee to act in haste and think that they have solved this. He could see a four-way stop in the future, but staff needs the opportunity to digest all that has been said.

Jennifer Sizo (of 10 Fairfield Ct.) stated that she does not recall if the stripes are at all four ways at that intersection. She asked if they need to be repainted, and if that would help. Mr. Moonan replied that they get repainted once a year. He cannot remember what they look like now.

Councilor Favolise stated that he agrees with Chair Greenwald that there is a lot to explore here. He asked for the Committee's thoughts on placing this on more time for staff to develop some options, while also making clear that the Committee wants an ordinance to be introduced.

Councilor Ellis stated that she thinks strong action is warranted. She wants to try a four-way stop, maybe with a "Dangerous Intersection Ahead" sign on Roxbury St., and maybe a flashing light. She wants to see the menu of options staff could bring forward. If it does not work, at least they will have tried what the community asked for. Maybe if it does not work, in a year or so, the community will return and say so. Chair Greenwald replied that history says once it is in, it is in.

Councilor Workman stated that she would not be opposed to a four-way stop and implementing that sooner rather than later. She is still concerned about the traffic coming down Roxbury St. and having enough time to stop and potentially rear-ending someone. However, as Councilor Ellis said, rear-end collisions are less of a risk than head-on collisions. She would not be opposed to temporary speed tables at South Lincoln St. near the school and somewhere between Terrace St. and Reservoir St. on Roxbury St.

Chair Greenwald said that there are many options, and rather than doing this on the fly, he thinks staff need to digest the information and determine a plan. Councilor Workman clarified that those would be immediate, temporary options to try to mitigate the situation now while they allow staff more time to determine a permanent solution.

Councilor Tobin stated that she would be comfortable starting the process for a four-way stop. When it comes back to the Committee in September 2026, if the Committee decides Public Works has come up with better solutions, the Committee might choose not to implement the four-way stop, but it is worth starting the process now.

Chair Greenwald stated that they could have a motion to direct staff to prepare the ordinance and simultaneously prepare a list of other options. However, they are approaching summer break, and he thinks there is too much time between meetings to deal with this. When the Council returns in August [actually September 2026], they could have the four-way stop proposal. Public Works might then say they have a better option, such as speed humps. He asked the City Attorney if that is a good compromise.

The City Attorney replied that she thinks that could work. She continued that to Councilor Favolise's question, to start the process earlier, Public Works could bring an ordinance to the next Council meeting for discussion at the next [MSFI] Committee meeting [on September 23, 2026]. The ordinance's content would be up to staff's discretion, trying to capture the Committee's conversation. The Committee could change it, depending on what they end up deciding. Due to the numerous options, it is unclear whether what staff recommends ends up being what the Committee ultimately wants.

Councilor Ellis stated that she agrees with Councilor Tobin. She continued that as Councilor Favolise implied, if they find other interim solutions and they show to be working, they could be permanent solutions. Then they would not have to move forward with the ordinance. However, it is good to start the process.

Councilor Favolise stated that he wants clarification about the City Attorney's comments. He is confused about what could be in the ordinance beyond the stop sign. He asked if speed humps would have to be in the ordinance.

Mr. Lussier replied that of the options discussed tonight, only the stop sign would require an ordinance. He continued that speed humps and/or advanced warning signage could be done under the Public Works Director's authority. A flashing red/yellow light would require significant funding. Thus, that would be a resolution to appropriate funds. That could be one of the options to discuss in September 2026, and it would be a longer-term solution.

Kelly McKenney (of Peg Shop Rd.) stated that the speed humps on Winchester St. by the college drastically reduce drivers' speed. Having speed humps in addition to stop signs would slow people down at the Roxbury St. and Lincoln St. intersection. People would not speed there unless they were from out of town, but as someone said, people speeding there would only do it once. People could still speed through stop signs or not read signs, but speed humps that rock a vehicle's suspension would slow people down and they would obey the stop sign when they reach it. She would suggest the four-way stop in addition to speed humps.

The following motion by Councilor Favolise was duly seconded by Councilor Tobin.

The Municipal Services, Facilities and Infrastructure Committee recommends placing "Petition – Safety Improvements at the South Lincoln Street and Roxbury Street Intersection" on More Time to allow for staff to develop options for consideration to be presented at the next MSFI Committee meeting on September 23, 2026, and direct the City Manager to introduce an ordinance for a four-way stop at this intersection.

Chair Greenwald clarified that the ordinance for the four-way stop will come forth and it will be up to the Committee and the Council whether that happens. In the meantime, City staff will analyze everything that has been said and come up with recommendations.

Mr. Bohannon added, so the public understands, that August 6, 2026 would be the next City Council meeting, and the next MSFI Committee meeting would be September 23, 2026. Then the ordinance would be back to the Council for a second reading, if that is what the Committee decides to do, on October 1, 2026.

The motion passed on a vote of 5 to 0.

Mr. Murphy thanked the Committee for their thoughtfulness and for the dialogue that allows the neighborhood to represent multiple perspectives. He thinks a successful conclusion will always include him trimming his hedge, which he will continue.

3. Eversource Energy – Request for Temporary Access and Use of Old Gilsum Road for Eversource Transmission Structure Replacement Project

Mr. Lussier stated that Eversource is here to make a two-part request to the City Council. He continued that one part is access to Eversource's powerline off Old Gilsum Rd. The second part relates to breaching a stone wall that marks the boundary between City property and Eversource property. He, the City Attorney, and the City Engineer have reviewed the first part of the request. City Code says Old Gilsum Rd. is closed to vehicle traffic but owners of property abutting Old Gilsum Rd. are allowed to use Old Gilsum Rd. to access their property. The property Eversource is trying to access is owned by Eversource, so they have inherent authority to access it. That said, they are still required to get an excavation permit from the City to do work on that right-of-way. He thinks they will do minor grading improvements and similar work. That process is under way. The second part of the request falls under State law. A stone wall in New Hampshire that marks the boundary between two properties cannot be moved or breached without the consent of both abutting property owners. To move that stone wall to replace the tower Eversource wants to replace, they need the Council's authority.

Remy Schneider of Eversource asked if the Committee had questions. Chair Greenwald asked if whether it is or is not a scenic road has any bearing in this. Mr. Lussier replied no.

Chair Greenwald stated that this project is more significant than just stringing wires. Mr. Remy replied that Eversource plans to replace five structures here to finish their asset condition replacement project.

Councilor Tobin stated that sometimes the movement of disturbed earth ends up introducing or moving invasive species. She asked about Eversource's strategies for managing and limiting that. Mr. Remy replied that typically, through the State's environmental process reviews, there are strict guidelines for dealing with invasive species. Those include brushing or spraying off any mats or equipment brought through areas of invasive species. That is typical practice for Eversource, keeping soil from invasive species' areas within that specific location.

Councilor Favolise asked if it is correct that this asset replacement project would strengthen the grid and strengthen the resilience of the physical infrastructure. Mr. Remy replied that is correct. The wooden structures were built in 1975 and have not been replaced since. Now, they have either been deemed "too old" or have a structural integrity issue due to, say, woodpeckers, insects, or bears. They would be replaced with the weathered steel commonly seen across the state.

Chair Greenwald asked if Mr. Schneider's colleague wanted to add anything. Joshua Perez stated that he is the Project Manager and he thinks Mr. Schneider covered it.

Chair Greenwald asked if there were any further questions from the Committee or public. Hearing none, he asked for a motion.

The following motion by Councilor Workman was duly seconded by Councilor Tobin.

On a vote of 5 to 0, the Municipal Services, Facilities and Infrastructure Committee recommends that the City Manager be authorized to negotiate and execute agreements with Eversource Energy for the removal of a portion of the stone wall marking the boundary between Parcel #218-006 and #212-030; and for an access agreement to allow construction of a temporary gravel road on Old Gilsun Road.

4. Proposed Rumble Strips on Route 12 and Route 9 - Public Works Director

Mr. Lussier introduced Corey Spetelunas of the New Hampshire Department of Transportation (NHDOT) and asked him to present.

Mr. Spetelunas stated that he is the Safety Section Project Manager, here to speak about rumble strips on Route 12, primarily in northern Keene for this stretch. This project includes rumble strips from Fitzwilliam to Newport, on Routes 12, 11, and 9. Regarding the project's purpose, most people think of "lane departure" as their vehicle fully entering the shoulder or other lane. That is not necessarily what a lane departure is. As soon as your tire crosses the lane, you have departed the lane. It does not take much to hit another vehicle, cyclist, or pedestrian. This project addresses the risk that might occur for anyone who leaves their lane even just a little bit. Roadway departure could result in hitting a fixed object, sliding down an embankment, flipping your vehicle, or worst-case scenario, hitting a person or vehicle.

Mr. Spetelunas stated that determining whether and where to install rumble strips is a systemic effort, meaning crash history is a supporting factor, but not the only factor. This is a preventative effort to deter people from having these sorts of crashes in the future. During the seven- to eight-year period from July 2017 to December 2024, NHDOT is aware of 58 crashes on Route 12 in Keene, 16 of which were run-off-the-road crashes, for a total of 28%. That is a little lower than the corridor average, but it is still not great. Injury and fatality crashes are the priority to prevent and hopefully eliminate. Keene had 14 of those, and five were run-off-the-road, and 36% of those resulted in injuries. Usually, those types of crashes result in more significant injuries, from high speeds coming at each other, hitting a fixed object, or hitting a vulnerable user.

Mr. Spetelunas continued that NHDOT's roadway departure statistics from 2024 show that while New Hampshire has fewer fatalities than nationwide, 60% of New Hampshire's fatal crashes were due to lane departures, compared to 46% of fatal crashes nationwide. Last year's percentages were similar. He expects it will be about the same this year, too. Although they cannot predict exactly where drivers will leave their lane in either direction and cause a crash, they can predict the types of facilities that are more apt to those sorts of crashes happening. They are the facilities with higher speeds, narrow lanes, and even wide shoulders, because people feel more comfortable driving faster and stop paying attention. Regarding lane departure fatal crash history by year on NH Routes 9, 11, and 12, there was a minor spike in 2024. NHDOT hopes to bring that number to zero.

Mr. Spetelunas stated that rumble strips are a milling of the pavement in a particular pattern. He continued that the slide shows the more traditional rectangular rumble strips. NHDOT proposes sinusoidal rumble strips, a fully milled pattern in a sine wave. It results in less noise. The reason for rumble strips is they are very effective for their cost. Head-on crashes are reduced from 44%

to 64% by the addition of centerline rumble strips. Going the opposite direction, for vehicles leaving the roadway on the shoulder side, rumble strips reduce head-on crashes by 13% to 51%. That is a large range, but many studies are closer to the 50% than the lower range. Thus, rumble strips are effective in both directions. They are inexpensive. About one mile of rumble strips costs \$12,000. The construction time is short, such as completing 50 miles in two weeks, so traffic disruptions are minimal.

When looking at rumble strips, Mr. Spetelunas continued, there are some requirements to abide by. Most importantly, the road's posted speed must be at least 40 mph. At lower speeds, drivers would not feel the rumble strips as vividly and they would be less effective. Pavement must be in good condition, so the rumble strips do not cause a maintenance issue. The total width of the lane and shoulder must be at least 28 feet, to give people room to stay away from the rumble strips. For a shoulder rumble strip, at least six feet are required, which leaves enough room for bicyclists on the shoulder in addition to the cars.

Mr. Spetelunas showed the sinusoidal rumble strips NHDOT proposes installing. He continued that they have officially changed all non-interstate rumble strip projects to this pattern. The noise level of a vehicle hitting the sinusoidal rumble strips at 60 mph is 74 decibels. With the traditional, rectangular rumble strips, it would be 81 decibels. For comparison, the noise from a truck with an air brake would be about 105 decibels. A motorcycle is 10 decibels higher than that. One of citizens' most common concerns about rumble strips is the noise, which he understands. He would not want to hear rumble strips in the middle of the night, either. He also would not want to hear a driver hit a tree outside his yard. The noise from rumble strips is brief. People do not normally ride the rumble strips just to aggravate neighbors.

Mr. Spetelunas continued that regarding effectiveness in New Hampshire, NHDOT installed rumble strips on Route 16 through Wakefield in 2011. The chart shows that after the rumble strips were installed, the rate of lane departure crashes was reduced by almost 50%, even though traffic increased in the area.

Mr. Spetelunas explained the next slide, which showed the Keene locations NHDOT will install rumble strips in. He continued that they propose rumble strips on the center line and on both shoulders. On Route 12 it would be from the intersection with Route 9 up north, with small breaks at exit 2 and skipping over a bridge. The project is fast paced. They plan to advertise it next month (August 2026), with construction starting in spring of 2027. It typically would take the contractor a couple of weeks. As with the Wakefield study, NHDOT would continue to observe what happens in Keene and see how the installation of the rumble strips affects the crash rates.

Mr. Spetelunas concluded that if anyone has concerns about the areas NHDOT proposes rumble strips in, where local input would say that maybe they should not have rumble strips in certain locations, they can contact him.

Chair Greenwald stated that he assumes this presentation was required. Mr. Spetelunas replied that the offer to present it was required. Chair Greenwald asked if that means the Committee does not need to say yes or no to this project, because it is just informational. Mr. Spetelunas

replied that if the Committee was completely against the rumble strips, they would not have to be installed. Chair Greenwald replied that that was not what he meant; he just wanted to get the parameters. He continued that Mr. Spetelunas gave a great presentation. Mr. Spetelunas replied that the current guidance is that if NHDOT is installing rumble strips in a community that does not already have them, they should reach out and give a presentation like this so people at least know why NHDOT is doing this and what the benefits are.

Chair Greenwald asked if the rumble strips would go on Route 9 towards Old Concord Rd. and Sullivan Rd. Mr. Lussier replied that it would not be on Route 9 at all; it would be Routes 11 and 12. In Keene, it is Route 12. It goes from the Routes 9/10/12 interchange all the way to the Surry town line on Route 12.

Deputy City Manager Bohannon stated that as he drives, he sees the rumble strips through Antrim on Route 9. They have deteriorated the road quite a bit in the median. He asked how they prevent that from happening in Keene. Mr. Spetelunas replied that he does not know if those rumble strips were installed too early, perhaps, because there is a certain time period for the pavement to cure, to then be receptive so that deterioration does not happen. Maybe those rumble strips were installed when the pavement condition was not such that they would not cause that deterioration. NHDOT vetted all of this through its Materials and Research Bureau, and they have the pavement conditions of all the State-maintained roads. First thing, they make sure the rumble strips will not cause the problem the Deputy City Manager is referring to.

Councilor Tobin stated that the percentage of run-off-the-road crashes was lower in Keene than in other areas. She was curious whether that was related to how data is reported. She does not know if NHDOT collects the data itself or gets the data from others. Mr. Spetelunas replied that that could be. NHDOT's data usually comes from local police, so information could be delayed or missing, and then it goes through the Department of Public Works and the Department of Safety before it gets to NHDOT. They are working on streamlining that. There could certainly be omissions or misinformation.

J.B. Mack (of 21 Pine Ave.) stated that at the intersection of Wyman Rd. and Route 12, they would not have rumble strips through that area, he thinks. He asked if that is correct. Mr. Spetelunas replied that they would have breaks in the shoulders and then the centerline would have a gap at the intersection itself.

Mr. Lussier stated that along those lines, it is a little off NHDOT's map because the entrance to the Transfer Station is in Surry, but that is a rather high-volume intersection/driveway into that facility. It would be great if they would leave a break there. Mr. Spetelunas replied that he would confirm. Typically, they leave breaks for high-volume intersections or such facilities.

The following motion by Councilor Tobin was duly seconded by Councilor Workman.

On a vote of 5 to 0, the Municipal Services, Facilities and Infrastructure Committee recommends the report from the New Hampshire Department of Transportation relating to Proposed Rumble Strips on Route 12 and Route 9 be accepted as informational.

5. Roadway Safety Audit – Intersection of Route 9 and Whitcomb's Mill Road - Public Works Director

Mr. Lussier stated that the Roadway Safety Audit (RSA) at the intersection of Route 9 and Whitcomb's Mill Rd. was an important topic for residents in that area. There have been many crashes there. The City applied for and received an RSA, and now Corey Spetelunas from NHDOT is here reporting on the results.

Mr. Spetelunas stated that this is a process by which the City can apply for NHDOT and other stakeholders to come out and evaluate what is working and what is not, in terms of safety at specific locations. He continued that this is for Route 9 at Whitcomb's Mill Rd. It is a relatively traditional four-way intersection. Whitcomb's Mill Rd. is north-south and it is stop-controlled on both legs. Route 9 is east-west with a minor horizontal curve. Route 9 averages 14,000 vehicles a day with a posted speed of 55 mph with an average speed of 56 mph. The 85th percentile is 61 mph, meaning that 85% of the traffic is going 61 mph or below, and 15% of the traffic exceeds that speed. There are 12-foot travel lanes and 10-foot shoulders on both directions. Whitcomb's Mill Rd. has about 1,000 cars per day and is 24 to 28 feet wide, depending on the part of the road. It has a significant vertical grade coming up to the intersection. It is stop controlled but there are no stop bars, nor any other pavement markings such as a center line or edge lines. This is a City-owned facility.

Mr. Spetelunas continued that the RSA was submitted in 2023. NHDOT's Safety Section was going through a personnel shortage, which is why it took a while to get to, but they did conduct the RSA in 2025. They used 11 years of crash data from 2012 to 2022, which had a total of 30 crashes. They generated the final report earlier this month. Of the documented crash types at this intersection, 64% were multi-vehicle. There were a notable number of crashes involving animals; vulnerable road users, which are pedestrians or bicyclists; and fixed objects. The goal of the Highway Safety Improvement Program (HSIP) he runs is to reduce or eliminate crashes with fatalities or serious injuries. Thus, they look at what has happened, although that is not the only metric they try to measure these by. He explained the chart that showed the crashes analyzed by severity. Two accidents had serious injuries, and six or seven had minor injuries, as identified by the reporting Police Officer. Just over half of the crashes had no injuries, just property damage.

Mr. Spetelunas continued that NHDOT breaks down the crash data in a few different ways. He would be happy to hear the Committee's theories as to why there might be spikes in certain months. November and December had a bit of a spike, likely due to inclement weather. Saturdays likely had higher traffic than other days, so that spike makes sense. He is not sure why there was a Wednesday spike. Maybe there was a prominent event or occurrence on Wednesdays in Keene that attracted more traffic. Regarding time of day, crashes spiked around noon, which also makes sense to NHDOT, as people are commuting for lunch and might be in a hurry.

The stakeholders who participated in the RSA, Mr. Spetelunas continued, included the KPD and KFD, the Public Works Director, and people from the Southwest Regional Planning Commission (SWRPC). NHDOT had people from Safety, Traffic, and District 4; their consultant, VHB; and the Federal Highway Administration. When doing RSAs, NHDOT of course identifies what is not working, but they also like to identify what is working. That list was:

- Good pavement condition
- Route 9 has wide, 10-foot shoulders
- Most pavement markings were present and in good condition
- Sight distance is very good, for the most part
- Existing signs are in good condition and located appropriately
- Centerline rumble strips exist in this stretch of road

Mr. Spetelunas continued that in terms of issues NHDOT found, they divided the issues in five categories:

- Driver Behavior Issues
 - Speeding
 - High speed left turns
 - Passing on shoulder
- Sight Distance and Visibility
 - Grade of southern approach of Whitcomb's Mill Rd.
 - Vegetation concerns
 - No overhead lighting
- Lack of Multi-modal Accommodations
- Road Geometry through the Intersection
 - Horizontal curve for NH Route 9
 - No turn lanes
- Environmental-Related Issues
 - Sun glare
 - Winter weather

Mr. Spetelunas stated that NHDOT looked at what they can do to mitigate some of those issues. Near-term improvements, short-term actions without significant impact or cost, often end up being Town or City responsibilities. Intermediate-term improvements require a bit more. Long-term improvements have significant impacts or costs. NHDOT identified some vegetation in one of the quadrants, on a City road, so it would be the City's responsibility to mitigate that. Another near-term improvement would be to relocate the guardrail further from the edge of the pavement to increase the sight distance, which would be NHDOT's responsibility, or installing overhead lighting to bring conspicuity to the intersection. Intermediate-term improvements include re-striping Route 9 to have left turn lanes in one or both directions. NHDOT would need to assess the shoulder structural strength and whether it would accommodate traffic moving over 6 to 12 feet and not cause maintenance issues for the shoulder. Another would be installing gateway treatments, either in the form of a median buffer of paint with rumble strips inside, or a curbed median island. A long-term improvement would be a roundabout or profile adjustments along Route 9 or Whitcomb's Mill Rd. to adjust the vertical on the southern leg.

Mr. Spetelunas stated that he would go through the three concepts for improvements. It need not be today, but NHDOT would ask for concurrence from the City for alternatives to pursue as part of this. The concepts include various components that could be used ala carte; it need not be all of nothing for any of them. He presented the following concepts:

Concept 1:

- Clearing in the southwest quadrant
- Relocating the guardrail, likely in conjunction with the resurfacing project
- Adding left turn lanes if the shoulders would not be compromised

Concept 2:

- Adding gateway treatments
 - Six-foot median buffer with two rumble strips in the middle
 - Four-foot raised median island
- Reconstructing Whitcomb's Mill Rd.'s leg on the northern side to raise those vehicles up, so vehicles enter the road from a fairly level starting point, and increase sight line over the guardrail
- Relocating the guardrail

Concept 3:

- Roundabout

Mr. Spetelunas stated that the HSIP requires a certain benefit to cost ratio in order to use those monies for safety improvements. Much of that is based on the crash history and type of safety improvement based on the cost. That ratio needs to be 1.0 or over to be eligible for HSIP money. That is not to say these options would be off the table if they do not meet that 1.0. They would just need a different funding source, which is where J.B. Mack would come in. This is where the ala carte options would come in, too, because they would not necessarily need to do all of these improvements.

In Concept 1, Mr. Spetelunas continued, the guardrail relocation, restriping, and vegetation clearing met the 1.0. Whether all of that would be needed is up for discussion. Concept 1A adds roadway material under the shoulders, if they are currently deficient, to strengthen them. The benefit to cost ratio for Concept 3 is well below 1.0. It would not be feasible with HSIP money, but the City could consider alternate funding sources. Concept 2A was the six-foot painted median, and Concept 2B was the raised median. The cost of the raised median would make Concept 2B very unfeasible. Doing parts of 2A could push it into eligibility status.

Mr. Spetelunas stated that because it always comes up, NHDOT considered a traffic signal. Signals were not warranted here. Whitcomb's Mill Rd. does not have enough volume, and they probably would not want to stop Route 9 traffic like that.

Chair Greenwald asked which option would deal with Whitcomb's Mill Rd.'s geometry. Mr. Spetelunas replied that for that, he would recommend they reconstruct Whitcomb's Mill Rd. to bring it up higher and improve the sight line, giving drivers the ability to get into traffic. Currently, accelerating takes longer, so drivers need a bigger gap in traffic on Route 9. Leveling the platform out would increase sight distances in both directions and make it easier to accelerate

into traffic. Chair Greenwald asked if that would be State money. Mr. Spetelunas replied that HSIP is for any public road. He could use HSIP to do that if it met the benefit to cost ratio, which he meant to look at to see how much it costs. He would have to confirm, but he imagines it would be eligible.

Chair Greenwald stated that a factor not considered is the parcel just to the side, with the potential for more housing. There could be much more traffic than what is being considered. They are looking toward the future. A hybrid of guardrail, striping, and the change of geometry would make sense to him. He does not think a roundabout would happen anytime soon. He does not think the City's budget would support that.

Mr. Spetelunas replied that the beauty of the HSIP funding is it does not require municipality matches. He continued that he thinks the Whitcomb's Mill Rd. platform would be the easiest, or at least, the most eligible option to do. The guardrail relocations and additions of left turn lanes, which he thinks would be beneficial, could be done under a future resurfacing project, which NHDOT would be responsible for.

Mr. Lussier stated that he is in favor of the roundabout option, but the funding would be a challenge. He continued that there are City intersections he considers higher priorities for that kind of improvement than this one. The City applied to the Ten-Year Plan for the Main St./Old Homestead Highway to be converted. He thinks that is a much better candidate for a roundabout conversion than this location. He likes the idea of adjusting Whitcomb's Mill Rd.'s geometry. He would have to look more carefully at the feasibility. He worries that bringing it up at the high end would cause the rest of the road to be very steep. That warrants more consideration.

Mr. Lussier stated that Mr. Spetelunas mentioned that the vegetation would be the City's responsibility, which he thinks would be true even if it were within the State highway right-of-way, because the City would be providing visibility to the City road. Mr. Spetelunas agreed. Mr. Lussier continued that Public Works should pursue that, regardless of what the NHDOT decides to do. Conspicuously absent on that slide was who would be responsible for intersection lighting. His understanding is that NHDOT removed intersection lighting from many locations. He asked Mr. Spetelunas who would be responsible for intersection lighting. Mr. Spetelunas replied that much of the intersection lighting was removed due to cost concerns, but that was before LED lights were available. He would need to confirm, but he does not think it would be a huge ask. He imagines it would be NHDOT's responsibility, but he cannot be sure.

Mr. Lussier stated that while he would love a roundabout, it is unlikely. He likes the intermediate-term option of adding turn lanes.

Chair Greenwald asked if Mr. Spetelunas was looking for a specific recommendation tonight. Mr. Spetelunas replied that if they cannot give a specific recommendation tonight, he would like at least a list of alternatives that the City would consider as improvements to this intersection.

Chair Greenwald asked Mr. Lussier what he would advise the Committee to do. Mr. Lussier replied that the only option discussed that meets the 1.0 for eligibility for HSIP funding would be Concept 1. That would be cost-effective if the City were responsible for clearing vegetation. It

would not cost \$80,000 to clear the vegetation. The \$700,000 cost for adding the lanes, if it would not require roadway reconstruction, is very high. He thinks Concept 1 should be the first order of business. Mr. Spetelunas reiterated that they would not need to do all three items listed in Concept 1 if they did not want. For example, if they wanted to adjust Whitcomb's Mill Rd., that could be an independent project under the HSIP. Then, they could potentially address the restriping and addition of turn lanes. The guard rail could be either/or.

Councilor Favolise stated that relocating the guardrail to improve the sight distance would have a benefit of \$0, and yet it was one of the recommendations made as a result of this audit. He asked how they got to those dollar figures. Mr. Spetelunas replied that those dollar figures are usually derived from crash modification factors, and relocating guardrail has not really been studied, but knowing that it would improve the sight distance, NHDOT knows it is a benefit for safety.

Councilor Favolise stated that he drives up and down Route 9 daily. He continued that he really likes the idea of a left turn lane. The turn lanes work well at Chesterfield Rd., and he would see them working well here, too. Whatever final concept moves forward, that must be an important part of the conversation.

Chair Greenwald stated that he senses they should recommend Concept 1. He asked if they would see Mr. Spetelunas at the September MSFI Committee meeting with the final negotiated options. Mr. Lussier replied that Mr. Spetelunas could explain the HSIP funding program. He does not think the City will automatically get funding for a project. Rather, this would put the City in a competitive position to apply for HSIP funding. Mr. Spetelunas replied that is correct. He continued that if he could program the money, it would be a much shorter timeframe than the Ten-Year Plan.

Councilor Ellis asked if the motion would be to authorize Mr. Lussier to apply for this. Mr. Spetelunas replied that the RSA happening in the first place is kind of the "entry fee," so the City is already "in" the program. Now they know what they can do, so what they *should* do is the question. If the City wanted Concept 1, the next available project and/or a project funded by HSIP could push toward that.

Councilor Tobin stated that she noticed in the data that some of the crashes involved cyclists or pedestrians. She asked how a roundabout could impact cyclists. The area is moving toward a multi-modal transportation system. Mr. Spetelunas replied that a cyclist would take the lane going through the roundabout, depending on the cyclist's comfort level. Councilor Tobin clarified that her question was whether a roundabout here would be easier or harder for a cyclist, typically, than the current conditions. Mr. Spetelunas replied that a roundabout would probably be less comfortable for a cyclist, but safer. Councilor Tobin stated that roundabouts are often more difficult for cyclists and pedestrians. She understands that some people favor roundabouts, but she wants that to be clear.

J.B. Mack (of 21 Pine Ave.) stated that he is with the SWRPC and he was part of the study. He continued that he does not want the Committee to discount the earlier discussion about lighting. That option would be worth exploring. It is a rather dark stretch of road. Chair Greenwald made the point that traffic might be increasing there. The high school uses the road a lot. For people in

Chesterfield, the easiest way to get to Cheshire Medical Center, according to Google, is to use this road. Many people from West Keene like to use this road to get to their destination without going all the way to Route 9/10/12. All this to say, lighting is worth looking at. Mr. Lussier said earlier that he probably would not need \$84,000 to clear vegetation, so there might be a budget there.

The following motion by Councilor Ellis was duly seconded by Councilor Tobin.

On a vote of 5 to 0, the Municipal Services, Facilities and Infrastructure Committee recommends the New Hampshire Department of Transportation's Report relating to Roadway Safety Audit for the Intersection of Route 9 and Whitcomb's Mill Road be accepted as informational while recommending Concept 1 with the hope for lighting.

6. Gilbo Ave Solar Pavilion Conceptual Design - City Engineer

Mr. Lussier introduced Bill Siemer, who joined about a month ago as the Assistant City Engineer and has been doing a fantastic job. He continued that Mr. Siemer is the Project Manager on the solar pavilion. Russ Bates is also here from the design firm that is doing the solar pavilion project. This project idea stemmed out of the Downtown Infrastructure Project; specifically, the conversation he had with the Conservation Commission about how they want more trees downtown, and the Energy and Climate Committee's desire for solar-powered lighting/carbon-free energy downtown. The marriage of those two concepts was the idea of putting a solar array off of Main St. but sized to offset the electrical demands for the downtown. The City, through the City Council's authorization, was able to get a Timber for Transit grant from the Northern Borders Regional Commission. That comes with a requirement that the structure be something that enhances and develops the advanced wood products industry within New Hampshire.

Russ Bates from NXTGEN Clean Energy Solutions stated that they are excited about this project. He continued that NXTGEN is the Prime Consultant. They are doing project coordination, community engagement, concept development and refinement, engineering coordination, and bid package preparation support. Supporting consultants are ARM Group, an engineering firm with several gigawatts of clean energy in their portfolio, which is important with this project. ARM Group will take care of all the civil, structural, and electrical; everything involved with the drawings. The City is doing a fantastic job with the grant, but Kellogg and Sovereign Consulting is also a partner to help with anything the City needs in grant administration.

Mr. Bates explained the proposed pavilion site on Gilbo Ave. where the Keene Farmer's Market is. The three concepts he will show all have nearly the same footprint, about 230 feet long and 30 feet wide. Many characteristics are the same in all three concepts, such as a 75 kW solar array system. Solar canopies/pavilions are typically not watertight to protect from rain; they provide shade and generate electricity. Short-term fixes have been attempted in recent years. A partner of NXTGEN has designed a fantastic system that would catch all the water in a guttering system, so nothing would drip under the canopy. That would be important to people under the canopy at events, and important for icicle prevention in the colder weather. The captured water would go to a drain system in the local area.

Mr. Bates continued that the pavilion would accommodate food trucks and other events. The space could be customized. There would be LED lighting under it, which means events can go later in the day in the fall when it gets dark early. There would also be electrical service. Food trucks would not need to use generators or their engines; they could plug into the electricity in the pavilion. Timber is common across all three concepts.

Concept 1, Mr. Bates continued, has a monoslope roof. At the low end, the clearance would be about 15 feet, and about 19 feet on the high end. For procurement and construction, the cost would be about \$1.62 million. Concept 2 has the “check mark” roof, similar to but a little bigger than the monoslope. From the side, it looks like a check mark. The bigger size would provide additional protection from rain and sun on the walkway between the green area and the parking area. The grade level view would be similar to the monoslope roof, but with the additional length at the opposite end of Gilbo Ave. Lighting, solar array sizing, and electrical service would be the same. Clearance would be about 15 feet on the low end and about 17 feet on the high end. The cost would be higher, due to increased foundation work and increased materials, at about \$1.69 million for procurement and construction. Concept 3 looks very different with a gable roof design. The roof would be more traditional, the material not yet determined. Solar would be southside for generational purposes. This traditional design is fitting for the area. The issue, compared to the others, is it would be a little tighter. It would still have lighting, electrical service, and a watertight system. The structure is closest to Gilbo Ave. and would make it a little more difficult for maneuverability of, say, trucks pulling in for snow removal. Concept 3 would involve more and thus cost more, \$1.74 million.

Mr. Bates continued that the following would be the same for all three concepts:

- 75kW solar energy generation
- Good weather protection
- Covered gathering space
- Mass timber integration
- Event infrastructure – lighting and electrical service

He continued that the differences in overall appearance are Concept 1 with a monoslope roof is “modern,” Concept 2 with the check mark roof is “signature,” and Concept 3 with the gable roof is “traditional.” Which appearance is “better” is subjective. Regarding vehicle access and maneuverability, Concepts 1 and 2 are excellent. Concept 3 is not excellent but good; its gable roof would need more supports, which would add constraints. Regarding construction complexity, all three concepts would be easy to build. Concept 1 would be the easiest, followed by Concept 2, and Concept 3 would be most complex. That lines up with construction costs. Concept 1 would be least expensive, followed by Concept 2, then Concept 3.

Mr. Bates continued that the team has had some community feedback. A session with stakeholders was at 2:00 PM today and a session with the general public was at 4:00 PM. They gave this same presentation and received a lot of great feedback and had some great discussions. This has been the best one, in terms of great input from the community. People voted on what

they preferred and provided comments. Overwhelmingly, people's favorite was Concept 1 with the monoslope roof. Some people liked Concept 2 and a few liked Concept 3.

Mr. Bates continued that regarding the next steps, the team would continue scouring the data and reviewing community input, but no question, the community feedback is the preference for Concept 1. The team's next step would be to select the preferred concept, and they want the Committee's feedback. Then they would get into the engineering aspect of this, which involves a lot of discussion with the City. That would turn into the construction documents, fully engineered, stamped drawings. The City would put it out for competitive bid and evaluate and select a bid, and then the project would be built.

Chair Greenwald asked if it is correct that this would be Federally-funded. Mr. Bates replied that it is a grant. It would be about 80% covered.

Chair Greenwald asked if it would be 80% of \$1.6 million, \$1.7 million, or \$1.8 million. Mr. Siemer replied that the total budget was about \$2.2 million. He continued that that includes the grant amount and the City's cost share. The grant amount is about \$1.9 million, which covers design and construction. Chair Greenwald asked if that means if the City chooses a more expensive option, it would cost a bit more. Mr. Siemer replied yes. Chair Greenwald stated that while it is great that the City is getting this money and the solar panels will power downtown, he wanted something more exciting than having food trucks or the Farmer's Market in there. He personally does not like the monoslope roof at all. He continued that if the City must have this, it should at least be somewhat reminiscent of the train station, which would be the gable roof. He tries to be positive about almost everything happening downtown, but he feels this is just a project they created because they have money. This does not inspire him.

Mr. Siemer stated that during today's engagement sessions, people talked about maneuverability, such as parking vehicles and the ability to set up things like tents for events. Many people shared Chair Greenwald's thoughts on the look of the gabled roof, but with that design, the layout of the foundation, footings, and timber structure would cause problems with maneuverability and snow plows might hit the structure.

Chair Greenwald asked how many people attended these two listening sessions. Mr. Siemer replied 42 total, split almost evenly. He continued that about 31 people filled out the feedback form. Chair Greenwald replied that that is not a large crowd driving a project of almost \$2 million.

Councilor Favolise stated that he does not see that either of these plans include something like a drainage pipe or gutter. He asked what the plan would be for that. Mr. Bates replied that there would be a gutter system, and where it runs to would be determined in the detailed design. It would probably go into the stormwater.

Councilor Favolise continued that his comment is similar to Chair Greenwald's. He imagines that many people, like himself, would have been interested in giving feedback about the project but were unable to attend today's sessions because they work between the hours of 9:00 AM and 5:00 PM. Additionally, the agenda for this came out yesterday. It included staff's

recommendation for the Committee. Thus, the recommendation for Concept 1 was presented in the agenda packet in advance of today's feedback sessions. He is glad the result of the feedback sessions was that the people who were there liked the monoslope roof concept, but he questions how much the recommendation was truly informed by the public feedback sessions that happened *after* the recommendation was in the agenda packet. He does not have an appetite for spending additional money on this project even though he thinks the gable roof in Concept 3 is the nicest. The long-term purpose of this project would be to save money by generating energy for downtown. He would not be inclined to add costs to increase its aesthetics.

Councilor Ellis stated that there were many interesting suggestions at the afternoon session she attended, so she feels a little uncomfortable being expected to already move forward with a concept, given that there were so many suggestions to consider, including ones the Public Works Director thought were feasible. She hesitates to move forward. She agrees with Councilor Favolise's statement. This is about the solar panels, not so much the aesthetics. She loved the look of the gable roof design but would not want to try and park in there. To Chair Greenwald, she would say that some people in the session had interesting ideas for how to use the space, and it sounded like it could be really dynamic. How it would be best used would be up to the community.

Councilor Tobin stated that she is thinking about the orientation of the pavilion and the Farmer's Market. It appears that people would not be able to walk down the middle aisle to access all of Farmer's Market. They would have to walk around to the other side to access half of it. One image showed all of the Farmer's Market tents under the pavilion, but that would not be the whole thing. You would have to go to the other side of the slope, which feels odd to her. It looks like the entrance for events would be facing away from the sidewalk. Mr. Siemer replied that for Farmer's Market, the trucks would probably back in and the customers would be on the sidewalk side, not necessarily the street side. He continued that that could change. This was just how the rendering was shown. Mr. Bates agreed that there would be flexibility within the space for setup. Councilor Tobin clarified that she was not talking about what happens within the space, but rather, the direction the structure would be built in. It is not what she was expecting.

Chair Greenwald stated that Farmer's Market vendors back their vehicles in to set up, and the vehicles stick into the roadway, which is a current issue to discuss. Their tables would be under whatever the overhang is. A solution would be to not allow the vendors to use their vehicles. They could use tables or tents. Councilor Tobin added that she envisioned that both the vendor tables and the visiting customers would be somewhat under the same roof. Right now, she does not see how that could happen. Chair Greenwald added that currently, half of Farmer's Market is on Gilbo Ave. and half is in the parking lot. This would not address that at all. Mr. Bates replied that the Farmer's Market attendees at the sessions were very enthusiastic about the concept designs. They did not have concerns. Chair Greenwald replied that Farmer's Market vendors are mostly not from Keene. Keene would design it and vendors would use it the way Keene designed it. But again, he personally wanted to hear about other uses beyond the Farmer's Market and food trucks, if the pavilion would take up this large piece of valuable development property.

Mr. Lussier stated that regarding Councilor Favolise's comments, the recommendation in the agenda packet was clearly written to be the City staff recommendation, and yes, it was written

before the public feedback sessions. He was glad the public agreed with Concept 1, but that was staff's recommendation regardless, for many of the reasons discussed. He agreed that the gable roof of Concept 3 would be most aesthetically appropriate, but he had concerns about that structure from a resiliency and maintenance perspective. The main reason staff shied away from Concept 3 is that the structure would get beat up from vehicles parking and snowplows. The choice between Concepts 1 and 3 came down to concerns about snow damming up on the Concept 2 roof and becoming a maintenance problem.

Mr. Lussier continued that today's sessions had some great ideas. He, Deputy City Manager Bohannon, the Assistant City Engineer, and Mr. Bates met afterwards and agreed there were some great ideas that gave them a lot to think about. They discussed whether they needed to ask the MSFI Committee to place the item on more time to allow the team to vet the ideas. They realized that all of the ideas they want to explore more still fell within Concept 1. An example would be the idea of expanding the sidewalk so the legs of the structure are part of the sidewalk space and not in the parking stalls. He has a list of the ideas they discussed, and all are design elements they could incorporate as they move forward, if the Committee and Council agreed with Concept 1.

The other big question raised, Mr. Lussier continued, was picking up the entire structure and putting it inside the Commercial St. parking lot. That idea had some validity and interested him. Deputy City Manager Bohannon brought him back to reality. A big reason why they wanted this project and why they chose the Gilbo Ave. location was the goal of activating and creating more interest in Gilbo Ave. Currently, the distance from the curbing where this begins to the curbing in front of Lindy's Diner in the parking lot is 70 feet wide. It is just a sea of asphalt. This afternoon, they discussed the idea of pushing the structure and the parking spaces closer to Gilbo Ave., adding more space but having more of a road frontage. It would make it part of the streetscape rather than just parking spaces. The bottom line is, yes, the recommendation was in the agenda packet in advance of the feedback sessions today. However, after consideration, he thinks all of the good ideas people gave the team can fall within Concept 1 or 2. He hopes the Committee does not choose Concept 3.

Councilor Workman stated that clearly, they are not ready to decide tonight, and many options could still be fleshed out. She wants to know if they are up against any timelines right now for the grant. Her other question is about public engagement and how much opportunity people have. She understands that tonight would have been an opportunity for people to weigh in. She agrees with Councilor Favolise's concerns that the times available today were not feasible for many people.

Mr. Lussier replied that regarding the timing, the City's goal is to have this ready for construction next season. He thinks they still have ample time to do that. The issue would be in terms of keeping the consultant working toward the project. They are at a point now where their next step will be doing more engineering. Designing the structures is the next step, which they do not want to do until the Council has given clear direction on which design concept they want to move forward.

Councilor Workman asked if, while the consultants continue to work on concepts, design, and everything Mr. Lussier just said, City staff could hold more public input meetings. Mr. Lussier replied yes.

Councilor Tobin stated that she could get on board with Concept 1, thinking of it as a concept. She continued that she hears all the hesitations, but she can look at this and start to visualize it with other things around it, such as plants, people walking around, cars parking there, and activity. The space is awkward right now. Keeping in mind that this is a concept, it is always hard to look at a concept as the whole thing, because the angle shown in the image would not be the angle they would be looking at when they walk through it. These would be beams at eye level, and she could envision what she would see looking up, and she could get on board with Concept 1. She understands wanting to develop more concepts. But many of their concerns are about implementation and things that happen in the more specific engineering and design process. Something like extending the sidewalk a little could make her see this completely differently. Part of her wants to ask for more ideas, but she feels like every time the Committee has said that it has come back to haunt them, and they have ended up in the same place and should have just taken the step.

Chair Greenwald stated that if the Committee had just forged forward with what was presented to them, they would have had a completely different Main St. plan. He disagrees that the Committee needs to accept what is there. Their job is to look at it, think about it, and consider options. Once this pavilion is built, it is all they will see there for 20 years. The vast length of it concerns him. They could consider splitting it and putting half in the parking lot and half not. He does not know what other ideas were discussed. This is not ready for a commitment.

Councilor Ellis stated that she is comfortable with Concept 1. She continued that to Councilor Tobin's point about pedestrians, the rendering seems to show the entrance from the street side, whereas the entrance would be from the sidewalk side. She wonders if the legs could be moved to the opposite side so the back is on the street side and people's tents would be set up toward the Gilbo Ave. side, and they would be walking in. They would have some parking space as well as the sidewalk. It would not change the design so much as change its supports. Mr. Bates asked if she meant moving the supports closer to Gilbo Ave. Councilor Ellis replied yes. So the backside of the pavilion would be Gilbo Ave. Mr. Bates replied that would be a possibility. The concern would be parking and snow removal, because the structure would be closer instead of out of the way.

Mr. Bates stated that once a concept is selected, many of the elements the Committee is discussing could go into the detailed design and they could have that back and forth to figure it out. First, determine which of the three concepts makes sense, and then fine tune it. The team could incorporate the great input into the design, but they are stuck until they know which concept to go with.

Councilor Favolise stated that he leans towards placing this item on more time, even though he knows which concept he prefers. His concern was that this would be a multi-million-dollar project in the downtown. It would be important to provide the community with additional opportunities to weigh in with either more ideas or concept preferences. He would like additional

public outreach, either in person or online. If they voted tonight, he could easily vote for Concept 1, but to be thoughtful about the process, he would ask for more time, and it did not sound like they would be at risk of losing grant funding. He appreciated Councilor Tobin's comments.

The following motion by Councilor Favolise was duly seconded by Councilor Workman.

On a vote of 4 to 1, the Municipal Services, Facilities and Infrastructure Committee recommends placing the Gilbo Ave Solar Pavilion Conceptual Design on More Time. Councilor Ellis voted in opposition.

7. Restricting Vehicular Access to Wastewater Treatment Plant Driveway - Public Works Director

Mr. Lussier stated that last August (August 2025), the Committee discussed closure of the Wastewater Treatment Plant (WWTP) access road during business hours. He continued that that decision was within his authority but poorly executed. Public Works did not do any public outreach or explanation of why, and it was an unpopular decision, so they backtracked. What brought him to the Committee tonight is that the Swanzey Police Chief asked the Keene Police Department (KPD) for help. Swanzey Police have received many nighttime calls about illicit activity happening on the WWTP driveway, such as people drag racing, doing donuts, and burnouts.

Mr. Lussier continued that Public Works wants a vehicular gate, just after the Airport terminal where the driveway to the WWTP begins. Public Works staff would close and lock it when they leave for the night. Bicyclists and pedestrians would still be able to use the driveway for recreational purposes after hours, but it would preclude vehicle access and the illicit activities. He believes this is within his authority, but he did not want to repeat his mistake and do it unilaterally. He wants to hear the Committee's thoughts, but there is no recommended motion for them to authorize anything, as he is the department head responsible for the security of this facility.

Councilor Workman asked if public vehicles would still be able to use the road during the day for recreation. Mr. Lussier replied yes. He continued that when staff is on site from Monday to Friday from 7:00 AM to 3:00 PM, they would have the gate open. When staff leave the site, they would lock the gate behind them. Councilor Workman replied that she knew people with accessibility issues drive into the area for recreational purposes and she wanted that to still be an option, even if there were limited hours. Mr. Lussier added that it would also be available during staff's limited Saturday hours.

Councilor Favolise asked if the City of Keene is the only entity, to Mr. Lussier's knowledge, to own property that is physically within another municipality's boundaries. Mr. Lussier replied he imagines not, but he cannot cite specific examples. The City owns land in Swanzey and Roxbury. Councilor Favolise asked to what extent it is the City of Keene's responsibility to assist with enforcing the laws in another municipality. The immediate impetus for this vehicular gate seems to be the Swanzey Police Chief saying they want to close it down. When a person owns a home somewhere else and illicit activity happens there, the City of Keene does not get a request

for help from that municipality. Mr. Lussier replied that it is true that the City is essentially just a property owner in Swanze. He continued that that is the impetus that brought him here tonight, but Assistant Public Works Director Aaron Costa has been drawing his attention to the need to do something about this since early spring 2026. The agenda packet's photos of the new pavement on the WWTP driveway show the skid marks from donuts and burn-outs. It is not just about aesthetics; such erratic driving damages the pavement. Thus, there is also a City interest in protecting that asset.

Councilor Favolise stated that he appreciates the City's partnership with the Town of Swanze, and he is happy to serve on the Airport Development and Marketing Committee (ADMC) with members from Swanze. It is a good partnership, and he knows it has improved a lot over the years. He continued that the Saturday hours are what changed his mind about this. At first, he thought the daytime access would be great for people with accessibility issues who are able to use the road during the work week, but the addition of some Saturday availability is even better. He also wanted to commend the Public Works Director for learning from the last time and coming to the Committee and giving a little more lead time.

Ryan Cooley, Airport Director, stated that he works until 5:30 or 6:00 PM and was quite shocked a few months ago to hear people screaming from their vehicles in the WWTP area. He could not see them through the trees, but he could hear them. When he walked out to his car, people were running very quickly past the Airport parking lot and out to the road. If people do this when there is still a public presence at the Airport on weekdays, he can only imagine what they do on weekends when no one is there. As the Airport steward, he would hate to have an accident or incident in front of the Airport terminal. He heard stories from his Operations staff, Mr. Lussier, and others, and now from his own experience, he can say there is a problem out there. It would be great to do something about it.

Councilor Workman asked for public comment. Hearing none, she asked for a motion.

The following motion by Councilor Workman was duly seconded by Councilor Ellis.

On a vote of 5 to 0, the Municipal Services, Facilities, and Infrastructure Committee recommends the Public Works Director's report on Restricting Vehicular Access to the Wastewater Treatment Plant Driveway be accepted as informational.

8. Airport Terminal Renovations – Deputy City Manager

Deputy City Manager Bohannon stated that he and Airport Director Ryan Cooley are bringing forward the feasibility study they conducted with Michael Petrovick Architects, a local firm that has been working with them since February 2026. They came up with some concepts. They went before the ADMC last month and again this week.

The Deputy City Manager continued that with a feasibility study, you hear about concept plans, schematic designs, and feasibility, and they are all steps in the process. The feasibility study is the first step, like a reality check of whether the project is even feasible, and whether you can fit what you dream of in this particular location. They need to check ADA accessibility. The Airport

building is tired. He has fond memories of going there as a child, dropping his dad off to go to Kingsbury, and going many times to the Red Roof Restaurant. Not much has changed with the building since he was a child. They also need to look at circulation and egress, and to make sure the flow happens correctly in the building. They wanted to get a little technical and look at everything. Michael Petrovick came in and completed that.

The Deputy City Manager continued that the questions of whether it is possible and practical are important to answer before they get into the next step with detailed designs. They have some concepts to consider. They wanted to show the MSFI Committee the opportunity of what the Airport terminal could look like if they expanded space inside the terminal. There is plenty of room, quite a bit of space that is now empty. But you could also limit yourself. The team talked about how this could happen, but what would happen if services came in, or other tenants that needed space, and whether there is space to do it. That was the purpose of the feasibility study. The slide of the current design iteration shows a more robust lobby area that could house a few different things. The Airport Director will speak to some of the potential that is happening at the Airport terminal building.

The Deputy City Manager continued that the next slide is a rendering of what it potentially looks like. Something the team is attracted to, and what started the whole conversation back in February, is the availability of the Timber for Transit grant. Two agenda items ago, the Committee saw what that would look like on Gilbo Ave. The Airport would be applying for those same funds. There are a few complications they are working through to see if it could happen. The rendering shows a front entrance spruced up a little bit. The Burlington, Vermont airport recently received these funds. You see a timber-frame glass that creates a very welcoming environment. As the Airport Director will speak to, the Dillant-Hopkins Airport is a center point with a lot of activity and a lot of potential new activity. It is the first impression many people receive when they come into Keene, especially coming in from the air side.

The Deputy City Manager showed a rendering of the back of the terminal, the air side. He continued that a covered pavilion would get people out of the elements and into the building itself. Another canopy a little further down would be for the restaurant area, so maybe in the warmer months, people could be outside; it could be more of a three-season space. Another rendering shows the inside of the terminal where they would look to raise the roof a little in the lobby. They would create additional windows for more natural light and make it more inviting. There would be a passenger waiting area. The restaurant would still be off to the left. These are the high-level designs showing what it could possibly look like. They had a couple different variations and settled on these.

Regarding the next steps, the Deputy City Manager continued that the Airport Director has been doing a phenomenal job of putting many of the pieces of the puzzle together. They had a few concrete things, and then goals and aspirations to reach for.

Mr. Cooley stated that he identified, along with the Deputy City Manager, funds put aside for the Airport's parking lot rehabilitation, of about \$379,300. Then in fiscal year 2028, \$402,250. That is just shy of \$900,000 in capital improvements funds that they have put aside to strictly focus on the pavement and the roof. The City just awarded the bids for the Wildlife Fence Project that was

in process for quite a while, to fully encapsulate the airport and its operating areas for security and safety. That came in under budget, which left the Airport with what used to be known as Bipartisan Infrastructure Law Funding, now called IIJA funding from the FAA, of a little over \$833,000. Those funds are specific to infrastructure improvements. Most Airport Directors in positions like his would like to utilize those funds at targeted interests that would normally potentially qualify for FAA funding but usually are not approved because they are just so far removed from pavement and the runway that the FAA declines because they have other runways they need to fund.

Mr. Cooley continued that having this funding available made him think about how if they could get the application in in time, the local match is only 2.5% of that \$833,000. Thus, total FAA/IIJA funding of \$877,192 could be achieved with that State match and the City match of 2.5%. That could help fund much of the parking lot and the roofing upgrades. Then he thought, if they had the funds available to do terminal upgrades with FAA funds, that would free up some of the capital money they have put aside for projects which will now hopefully be taken care of by Federal dollars. That led him to think back to the feasibility project and the potential for the Timber for Transit funds. That opened up the possibility of using some, most, or all of the capital improvement monies the Airport has put aside, as a match for Timber for Transit.

Mr. Cooley explained that a medium approach could use the currently programmed \$379,300 parking lot amount as the Timber for Transit match. The Timber for Transit request would be a little over \$1.5 million. The local Timber for Transit match would be covered by the \$379,300, bringing the total Timber for Transit project total to \$1,896,500, combined with the IIJA portion, for a total of \$2.77 million for rehabilitation and upgrade of the airport terminal. A larger approach, if they wanted to tackle this and really take advantage of the funding opportunity they have with money already put aside, would be to request a little over \$3 million from Timber for Transit, with a local match of \$759,620, with a total project for Timber for Transit of \$3.79 million. Combined with the IIJA funding, that brings it up to a \$4.67 million dollar project. That would really enhance the terminal.

Mr. Cooley asked if the Deputy City Manager had more to add before he spoke about the history of what he has been working on for the past seven months. The Deputy City Manager replied that he wanted to highlight the economic development impact of this. He continued that Mr. Cooley has been working closely with companies from out of town to attract them to Keene. People come in and see a building that was designed and built in the 1960s, without much upkeep, maintenance, or improvements. If they saw a building that the City was putting \$4 million of improvements into, they would want to be a part of it. They would come, and it would create a snowball effect of development. Mr. Cooley has done a phenomenal job reaching out to all these companies. It shows the avenue they could take, with already-allocated funding, to approach this opportunity and get things done. It would be similar to when they did the Rec Center with the CDFA funding and it just kind of came upon them.

The Deputy City Manager continued that they need to apply for the Timber for Transit grant and submit a letter of interest to show that they are prepared and ready to move forward. That process would be in August, which is why he and Mr. Cooley are here tonight. If their application gets accepted, they would receive notice in October and they would move forward in December.

They would be back in front of the Committee a couple more times. They are making sure they are on track for every step in the grant process.

Chair Greenwald asked if there was any reason the Committee should not just say yes. The Deputy City Manager replied that he cannot think of one. Mr. Cooley added that he would not be wasting the Committee's time if he thought there would be potential reasons to say no.

Councilor Favolise stated that he had a question to clarify the funding. If they go for the larger approach to use that for the local match, and he understands each of the pots of money this would be coming from, what the local match would be is still less than what is in the current CIP over the next couple of years for the parking lot and roof projects combined, if he is doing the math correctly. Mr. Cooley replied that the local match would be no more than what they already have in place for FY 27 and FY 28.

Councilor Ellis stated that she knows the renderings are concepts and nothing is definitive, but she wonders if this can be accomplished with the ideas they have here. The Deputy City Manager replied that when Mr. Petrovick presented the final feasibility report at the ADMC meeting this week, he put a scale to the project. Because they had not yet defined the details, there was a broad range of \$3.5 to \$5.5 million. What they are coming in with is right in the middle, as they did with the Recreation Center. If they had a pot of money, this is what they would be able to accomplish, and they would work from there. It worked out well for that.

The following motion by Councilor Tobin was duly seconded by Councilor Workman.

On a vote of 5 to 0, the Municipal Services, Facilities and Infrastructure Committee recommends the City Manager be authorized to execute an Authorization to Submit a Pre-application for the fall funding cycle of the Northern Borders Regional Commission's Timber for Transit grant program for the Dillant-Hopkins Airport terminal building.

9. Downtown Infrastructure Project Update - Public Works Director

Mr. Lussier stated that construction has officially begun on the Downtown Infrastructure Project, which is exciting. He continued that the informational binders he and the Project Ombudsman presented a couple of meetings ago have all been distributed to all the business owners. At least, everyone staff is aware of who wanted one has received one. Before they meet again, they will have at least the first update out with additional schedules, timeframes, and so on and so forth. Contracts are all signed. This week, they inked the temporary access agreement with Main Street America for the gravel lot. Casella is actively setting that parcel up. Liberty Utilities began replacing their pipes last week.

Mr. Lussier continued that Casella will begin their prep work in the street next week, setting up traffic control signs and "construction ahead" signs, and similar work they need to do before they put a shovel in the ground. This plays into something Casella's Project Manager described when he was before the MSFI Committee last month, about not wanting to do a "shock and awe" approach, instead letting people warm up to the idea that downtown is getting torn up. The week after next, Casella will begin exploratory excavation, digging very small holes at specific

locations where they need critical elevation information. If they know the elevation of Pipe 1 in Manhole A and the elevation of Pipe 1 in Manhole B, they connect the dots and assume that it is a straight pitch between them. Elevations are what the design is based on. However, when two utilities cross very close together and it is critical to get that elevation right, they do exploratory excavation. They will expose the pipes where they are and make sure they know the exact locations. That is important because it avoids conflicts when you are under construction. It also makes sure that the structures being built on a prefabricated concrete caster will have holes in the right location and right elevation. That work will happen the week of August 3.

However, Mr. Lussier added, the “shock and awe” is coming the week of August 10. The trees scheduled for removal under this phase of the project will be removed then. A couple of weeks ago, attendees at Coffee and Hard Hats asked if someone could mark the trees that were designated to be removed. That has been done; those 14 trees have pink ribbons on them. Three trees on the west side have blue ribbons, showing they are scheduled to be transplanted. The City planted them three or four years ago. They are still small enough to feasibly be relocated within the right-of-way on other City streets.

Mr. Lussier stated that August 12 will be the next Coffee and Hard Hats meeting at 9:00 AM. The location has not been finalized. If the weather is good and tree-cutting is not happening that day, the plan is a pop-up tent in Central Square. Otherwise, it will be at the Transportation Center. The September 9 Coffee and Hard Hats will also occur before the MSFI Committee’s next meeting.

Chair Greenwald asked if they scheduled a formal ground-breaking. Mr. Lussier replied that he and the City Manager talked about it, and they decided against a ground-breaking ceremony. He continued that instead, they will wait and have a nice ribbon-cutting ceremony.

The following motion by Councilor Ellis was duly seconded by Councilor Tobin.

On a vote of 5 to 0, the Municipal Services, Facilities and Infrastructure Committee recommends the Downtown Infrastructure Project Update be accepted as informational.

10. Adjournment

There being no further business, Chair Greenwald adjourned the meeting at 9:45 PM.

Respectfully submitted by,
Britta Reida, Minute Taker

Reviewed and edited by,
Kathleen Richards, Deputy City Clerk