



BICYCLE PEDESTRIAN PATH ADVISORY COMMITTEE
AGENDA

Wednesday, January 11, 2022 8:15-9:30 AM

**2nd floor Conference Room
3 Washington St, City Hall**

Members:

Drew Bryenton, Chair
Todd Horner, Vice Chair
Dillon Benik, Chair
Jan Manwaring

Michael Davern
Dr. Rowland Russell
Dr. Chris Brehme, Alternate
Charles Redfern, Alternate

- 1) Call to Order and Roll Call
- 2) December 14, 2022 Minutes
- 3) Elections – Chair and Vice Chair
- 4) Downtown Infrastructure Project Update
- 5) BPPAC Website
- 6) Old Business
Public Art and the Trails Update
Volunteer Opportunities
- 7) Regular Project Updates
- 8) New Business
- Items to be included for next meeting
- 9) More Time
Wayfinding/Amenities: North and South Bridge Signage
Bike/Pedestrian Counts
Kiosk Map Updates
- 10) Adjournment
Next meeting date – February 8, 2023

1 **City of Keene**
2 **New Hampshire**

3
4
5 **BICYCLE AND PEDESTRIAN PATH ADVISORY COMMITTEE**
6 **MEETING MINUTES**
7

Wednesday, December 14, 2022

8:15 AM

2nd Floor Conference Room,
City Hall

Members Present:

Drew Bryenton, Chair
Todd Horner, Vice Chair
Dillon Benik
Jan Manwaring
Michael Davern
Rowland Russell
Dr. Chris Brehme, Alternate

Staff Present:

William Schoefmann, GIS Technician

Guest Present:

Mike Kowalczyk

Members Not Present:

Charles Redfern, Alternate

8
9
10 **1) Call to Order and Roll Call**

11
12 Chair Bryenton called the meeting to order at 8:17 AM.

13
14 **2) Approval of November 9, 2022 minutes**

15
16 Chair Bryenton asked if anyone had any corrections or edits to the minutes. Mr. Dillon Benik
17 motioned to approve the minutes with a second from Mr. Rowland Russell. Minutes were
18 approved unanimously.

19
20 **3) Approval of 2023 meeting schedule**

21
22 Mr. William Schoefmann shared the meeting schedule for 2023 and requested a vote to accept.
23 Mr. Russell offered a motion to approve with a second from Mr. Benik. The meeting schedule
24 was approved unanimously.

25
26 **4) Downtown Infrastructure Project Update**

27 Steering committee meeting last night that was well attended by a specific demographic of vocal
28 Keene residents.

29 Chair Bryenton asked Mr. Russell to share his experience in the meeting. Mr. Russell shared
30 some misconceptions he heard. Most bizarre one was that allowing bikes downtown would put

31 businesses out of business. He heard a lot of resistance to bikes and bike lanes. He mentioned
32 that someone at the meeting had asked what the footprint of the work to be done was. Mr. Curt
33 Hanson responded that it was building front to building front. If everything is to be torn up, it all
34 eventually has to be put back together. The misconception around that is people think that adding
35 bike lanes will significantly increase the cost. Mr. Russell believes the BPPAC can and should be
36 prepared to educate and eliminate those particular misconceptions by pulling the data and cost
37 analysis together.

38 Mr. Benik added that once the public left; only Mr. Scott was left. This allowed for some debate
39 of the role of the steering committee, as there was some discouragement among members. City
40 Manager Dragon spurred them on to discuss each item and get a consensus. While it was not
41 unanimous, the consensus that is being recommended is for expansion of Central Square
42 Northward and protect bikes lane either at sidewalk or road grade (to be determined by design),
43 design some sort of interactive, multiuse space from Railroad to Gilbo and that we implement a
44 mini roundabout. The only resistance was Mr. Filiat. The Mayor did recommend to Stantec to
45 go back and see if we can get net zero on parking somehow.

46
47 Mr. Russell noted that it was interesting because the mini- roundabout resulted in more lost
48 spaces than the light and the signaled option only lost one space.

49 Mr. Benik responded that Natalie Hounder made the point that the spaces lost are the most
50 underutilized spaces in the City of Keene.

51
52 Mike Kowalczyk is planning to ask the Swanzey Trail Committee to send a letter with their
53 position on this. It was suggested by Ms. Manwaring to send it to Mayor and City Council.
54 Mr. Benik said there would be a lot of forthcoming discussion about the history of downtown
55 Keene and the history of the circle. Mark Remillard brought some nice big glossy photos of the
56 history of the square showing how many changes have occurred over the years. This idea that it
57 has been this way since 1755 is false. Community Development posted some nice photos of the
58 circle when it was reconstructed in the 1960's.

59
60 Mr. Andy Bohannon pointed out that it is only the minority "out there chirping".
61 Mr. Todd Horner was curious how everyone found out about the meeting. Mr. Bohannon
62 mentioned that there is downtown planning group that pushed the meeting and Mr. Schoefmann
63 mentioned that a number of social media groups were pushing it.

64
65 Mr. Horner mentioned that some feedback is that the meetings need to be publically noticed. The
66 timing of 3pm was challenging for many young professionals. He mentioned that Natalie
67 Hounder of Keene State College has plans to promote it on campus, as there are a number of kids
68 that are in support and would utilize the bike lanes.

69
70 Mr. Horner mentioned that parking garages are often empty, signage is minuscule and noted that
71 low awareness and limited knowledge all contribute to that. Mr. Bryenton said there is clearly a
72 huge fear of change and resistance.

73 Mr. Kowalzyck added that as far as the parking, if you promote transportation that is more active
74 you have fewer cars and in turn, less parking. He asked if there would be a benefit to this
75 committee creating a document that counters all of these misconceptions.

76

77 Mr. Horner mentioned that this should be on the project website and maintained by DPW,
78 ideally. He suggested coming up with a list of questions or misconceptions and then give DPW
79 the opportunity to respond.

80

81 Mr. Davern mentioned that when the street is torn up, people are going to get around by bikes
82 and foot, there will not be driving because there will not be roads.

83

84 Mr. Bryenton will create a google document to be allow for everyone to work together on it. In
85 terms of next steps, he noted there is not a council champion and suggested working towards
86 identifying who that would be.

87

88 The committee discussed ways to go make the survey more accessible and less intensive to the
89 public and how they might get the meat of the information to the public. Mr. Bryenton thanked
90 Mr. Russell for reaching out to art groups and Mr. Davern for reaching out to the cycling and
91 mountain bike community. He asked if there are additional groups to reach out to and Mr.
92 Schoefmann mentioned it would be good to get a statement from PFK (Pathways for Keene) and
93 discussed the need to get people to show up. The group discussed various individuals and
94 community members to reach out to. Mr. Russell noted the need to polish and share the talking
95 points and encourage op-eds to The Sentinel and The Shopper News.

96

97 Mr. Bryenton asked what is next. Mr. Davern pointed out they are not scheduled to meet again,
98 but there will be a public outreach scheduled some time soon in the future. Mr. Russell reiterated
99 the need to get the education around misconceptions out there and provide the details of the
100 survey for the public. Mr. Russell suggested identifying legislators are and who can be reached
101 out to. Mr. Davern offered to get in touch with Maryanne at Hannah Grimes.

102

103 **5) BPPAC Website**

104

105 Mr. Schoefmann requested Ms. Manwaring to send him the word document and Mr. Russell
106 asked if she could send it out again to the committee as a whole. Plan is to review, edit and vote
107 on it in January.

108

109 **6) Old Business**

110

111 **A) Public Art and the Trails update**

112

113 Mr. Russell noted that there is nothing new on Peter Ponessa. He is still waiting on cost from
114 Railroad signal. There is no December board meeting so further discussion will not likely come
115 up until January.

116 Ms. Manwaring noted that Ashuelot was spelled wrong on the kiosk.
117

118 **B) Volunteer Opportunities**
119

120 Mr. Russell said it was great to collaborate with Pathways of Keene. He suggested collaboration
121 around Green up Keene and continue to do a Fall cleanup.
122

123 **7) Regular Project Updates**
124

125 Mr. Schoefmann said the City of Keene’s designation as a “Bicycle Friendly City” has lapsed
126 and needs to be renewed. The process includes data gathering for a report/application. Deadline
127 is March 1, 2023. In order to complete it in time, he requested the group’s assistance in
128 completing it. He will share the questions.
129

130 **8) New Business**
131

132 The question was asked whether the potential member needed to be a resident. It was noted that
133 the City prefers it.
134

135 **9) More Time**
136

137 **A) Wayfinding/Amenities**
138

139 No updates. Funding has been secured for the first section.
140

141 **B) Bike/Pedestrian Counts**
142

143 **C) Kiosk Updates**
144
145

146 **10) Adjournment**

147 Next meeting date- January 11, 2023
148

149 There being no further business, Chair Bryenton adjourned the meeting at 9:31 AM.
150

151 Respectfully submitted by,
152 Amanda Trask, Minute Taker
153

154 Reviewed and edited by,
155 Will Schoefmann, Community Development Staff



Downtown Infrastructure Improvement and Reconstruction Project INFORMATIONAL UPDATE

January 5, 2023

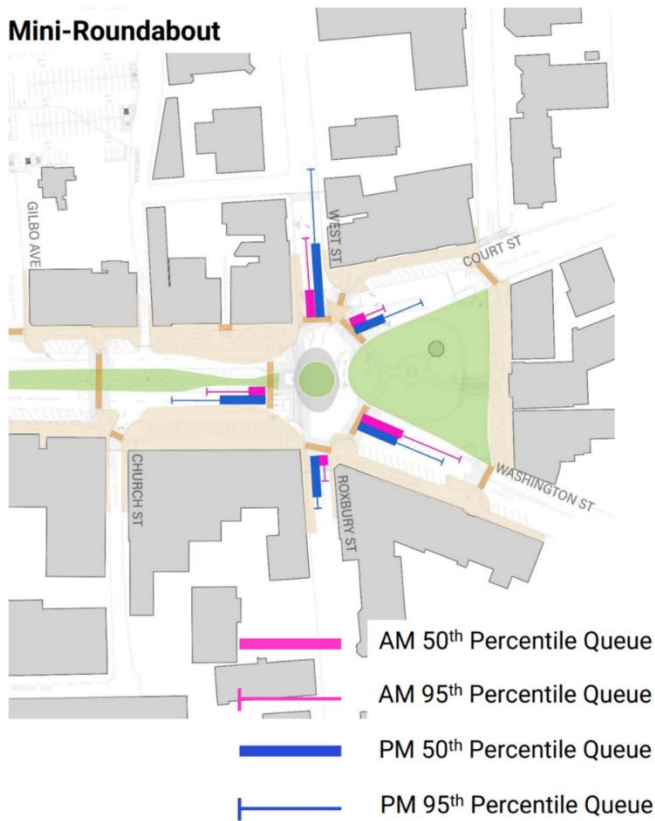
The City of Keene is in the design phase of the Downtown Infrastructure Improvement and Reconstruction Project. The ad hoc Downtown Infrastructure Project Steering Committee has conducted an initial review and public input process and recommended a preliminary design concept to the City Council. The information included in this document provides an overview of project information to address common questions, and the public is encouraged to visit the project website to review analyses, findings, concepts, background information and input opportunities. The preliminary design will undergo further review by the City Council, and there will be additional opportunities for public participation.

- **Why is this project happening now?** The age and condition of current downtown underground infrastructure risks costly and disruptive failure. Further delay of infrastructure repair and replacement risks the ability to meet the continued needs of downtown businesses, residents and visitors. Discussions for the Downtown Infrastructure Improvement and Reconstruction Project began in 2017 and were put on hold and delayed several years due to COVID.
- **75% of the total project cost is going to underground utilities.** This will include disrupting the roadway and sidewalks spanning Main Street from building face to building face. There is a cost to rebuild the streets and sidewalks that will be borne regardless of whether it is returned to its current state or involves improvements such as sidewalk expansion, bike lanes, green space, etc., and the cost difference between all of the options at this preliminary stage is anticipated to be minimal.
- **Our beautiful, unique and historic Central Square keeps its gazebo, statue, water fountain, cannon and green space in the current design concept.** The design expands Central Square from 17,450 square feet to 31,400 square feet by adding sidewalk and community space between the UCC church and the gazebo.



- **Central Square Parking** - the parking spaces removed on the north side of Central Square between Washington Street and Court Street would be replaced by parking spaces added to each side of the Central Square expansion area.
- **Project duration** is not impacted by which design options are eventually approved by the City Council. The project will take three years to complete. Pending the timing of final design approval, phase one construction (Central Square) would begin in spring, 2024, phase two construction (Main Street from and including Gilbo Avenue and Railroad Street up to Roxbury Street) would begin in spring, 2025, and phase three construction (Main Street from Gilbo Avenue and Railroad Street down to Water Street) would begin in spring, 2026.
- **Traffic pattern** - multiple options were studied to identify possible improvements to the queuing of traffic in downtown. Traffic was observed to identify current patterns and wait times at Central Square intersections which informed multiple design options - including no changes, traffic lights, one way traffic, or a mini roundabout. The mini roundabout design provides significant improvement to the flow of pedestrian and vehicle traffic and reduces wait times from all streets - Main Street, Roxbury Street, Washington Street, Court Street and West Street.

Mini-Roundabout



Existing Conditions



5-Leg Roundabout - 2 Lanes NB						
Central Square Roundabout (Main Street at West Street and Roxbury Street)	2022 AM			2022 PM		
	Level of Service (LOS)	Control Delay (s)	95th ^{%-ile} Queue (ft) [^]	Level of Service (LOS)	Control Delay (s)	95th ^{%-ile} Queue (ft) [^]
West St (EB)	B	14.6	96	C	24.7	193
Roxbury St (WB)	B	10.2	34	B	14.5	52
Main St (NB)	A	9.1	63	B	11.9	116
Washington St (SWB)	C	18.0	123	C	18.0	108
Court St (SEB)	A	9.4	39	C	15.3	79

Central Square Signal (Main Street at West Street and Roxbury Street)	2022 AM			2022 PM		
	Level of Service (LOS)	Control Delay (s)	95th ^{%-ile} Queue (ft) [^]	Level of Service (LOS)	Control Delay (s)	95th ^{%-ile} Queue (ft) [^]
West St (EB)	D	36.7	198	D	35.9	223
Roxbury St (WB)	C	24.5	190	C	24.9	175
Main St (NB)	C	34.1	241	D	35.6	250
Court St (SB)	C	21.0	165	C	24.4	191

(50th percentile is the average queue time/distance, 95th percentile is worst-case: likely to happen no more than 5% of the time)

- **The current design concept takes into consideration the placement of accessible parking spaces and accessible pedestrian facilities** throughout the Downtown Main Street corridor. Multi-modal facilities, including protected bicycle facilities, public transit facilities, and open spaces will be accessible to all. Opportunities to address barriers along the existing sidewalks and public spaces within the public realm will be fully considered during the final design phase of the project. City Parking staff have participated in the design process and will continue to do so.
- **All design options have carefully accommodated the needs of emergency service vehicles** to allow quick navigation, including the mini roundabout, and City emergency services staff have participated in the technical review process.
- **Downtown Events** - the design concept includes an expansion of Central Square, improved traffic pattern, and Gilbo-to-Railroad crosswalk enhancement that lend very well to the coordination of safe community events (such as festivals) that minimize traffic diversions and provide additional gathering space.
- **The final design approval** will be made by the City Council. There will be additional opportunities for the City Council and the public to learn more about the project scope and design prior to final approval.
- **Project funding** will include a variety of sources beyond general taxation including grants, water and sewer fees, and Tax Increment Financing (TIF) districts.
- **Downtown businesses, property owners and abutters** have all been informed about the project via written communications. The consultant for the project, Stantec, and City staff have met with most of the downtown property owners and visited the properties. In addition, over 12,000 mailers were sent to inform community members of the project and opportunities to provide input. Multiple in-person public workshops have also taken place at Railroad Square, in City Hall, and in the Colonial Showroom, and online opportunities have been - and continue to be - available to view the project information in detail and provide input (follow link from KeeneNH.gov). Email addresses for approximately 165 businesses are also included in announcements for public input opportunities. The public process to date also included meetings of the ad hoc Downtown Infrastructure Project Steering Committee with members representing the City Council, downtown businesses and residents, Bicycle/Pedestrian Path Advisory Committee, Keene Downtown Group and Keene State College. The committee reviewed the project scope and design of utility replacements as well as improvements to the downtown area and heard from numerous members of the public in attendance at their meetings. [View the most recent Steering Committee presentation](#) on the project website – this is a very informative presentation with drawings, data, and key takeaways.
- **As design alternatives are considered there will be additional opportunities for public input.** Participation in City public meetings, forums, surveys and all public input opportunities is important and encouraged.

On Monday, January 30th, starting with an open house at 5:00 PM, City Staff and representatives of Stantec will be present to answer questions one-on-one with members of the public. At 6:00 PM there will be a brief presentation and further opportunities for the public to learn more and ask questions. Comment cards will be available for the public's use.

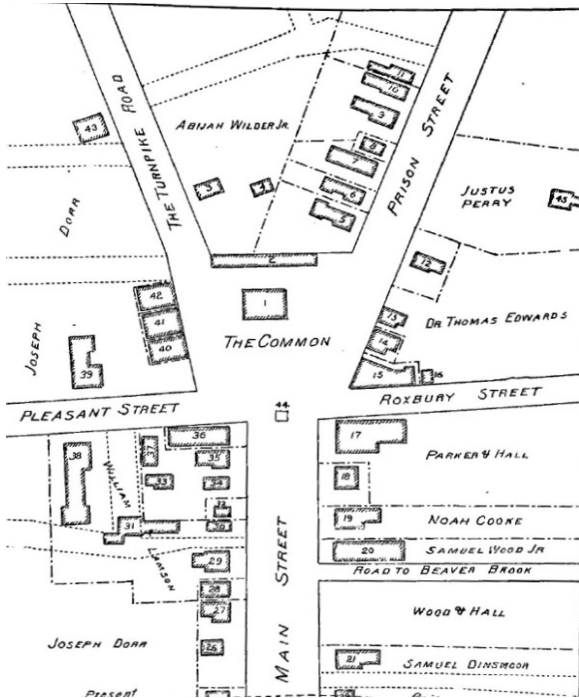
A second public informational meeting will take place on Tuesday, February 21st, at 6:00 PM at the Keene High School auditorium. The evening will include a presentation on the scope of the various options in the project and a roll-up of the public comments received at the first meeting. The public will also be provided an opportunity to provide further comments at this meeting.

The best way to get detailed project information and learn about upcoming public meetings and events is the project website (KeeneNH.gov, click the "Downtown Infrastructure Improvement & Reconstruction" photo link). Notices are also posted to the City Facebook page ([@CityKeene](https://www.facebook.com/CityKeene)) and City Instagram feed ([@city_of_keene](https://www.instagram.com/city_of_keene)). Phone calls may be directed to Keene Public Works, (603) 352-6550.

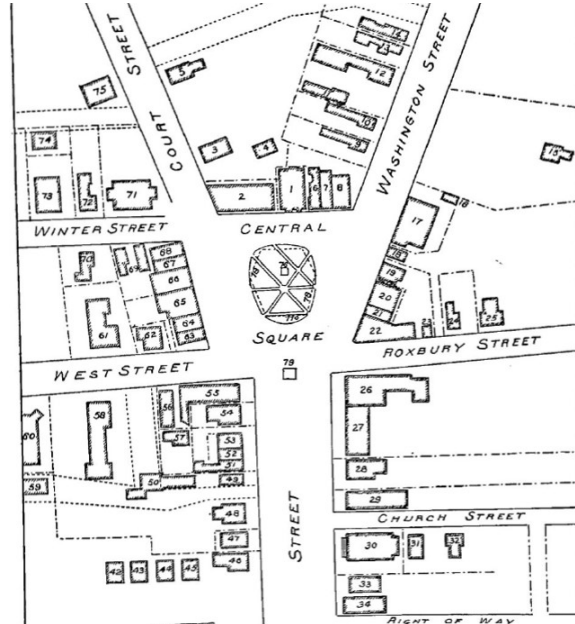
- **Keene's beautiful, historic downtown has evolved** over the years... decades... century... to meet the needs of the community. In each evolution, the priority continues to be just that - to meet the needs of the

community - needs for reliable services and appreciation for Keene's history. The current downtown project is no exception.

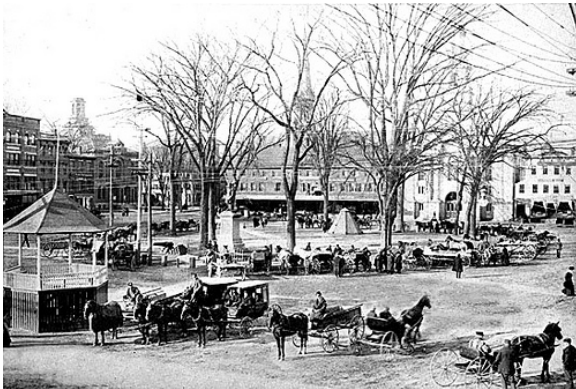
1826:



1896:



1906:



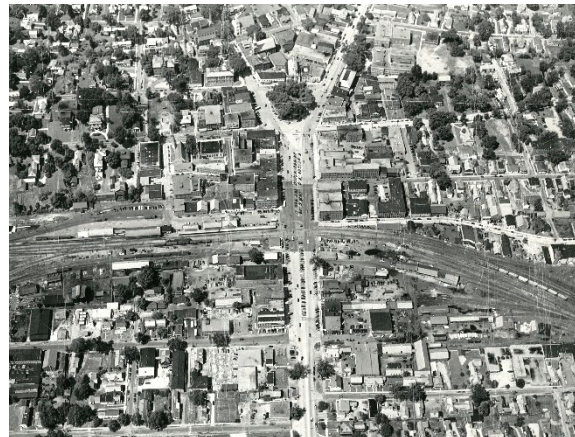
1910: (Paving with bricks)



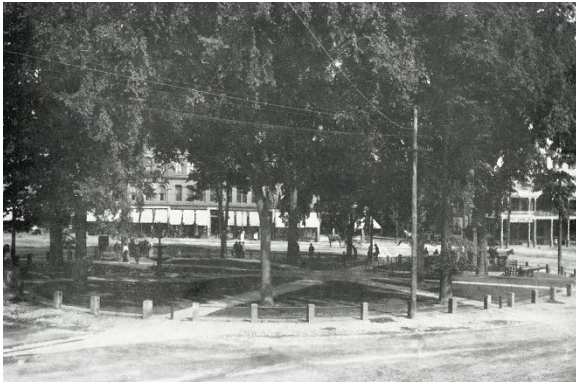
1913:



1949:



Mid 1900's:



1977: (Main Street Reconstruction)



Project	PRIORITY	Master Plan Project #	Status	Budget *			Schedule			Updates (status changes and project notes)
				Cost	Status		Start	Finish	Status	
Master Plan	N/A	N/A	Delayed	City Staff	\$5K	N/A	Spring 2014	Fall 2021	Behind	Scope of work developed and funding available to work with Southwest Regional Planning Commission to finish work on the plan in 2022. Awaiting SWRPC draft contract and timeline. Granite State Wheelers Grant submitted for funding.
Complete Streets			Working			N/A	2018	N/A	Behind	Sharred Lane Markings (Sharrows) completed, Park Ave Bike Lanes in process, Bike Boxes need repairing.
Bike Racks	AMENITIES	P21	Working	N/A	N/A	N/A	ongoing	N/A	N/A	DPW Highway have put out some racks, Will is confirming rack locations for summer/fall 2022. Gaps in where historically placed.
Appel Way Trail Paving	MAINTANANCE	P22	Planning	\$ 104,900.00	Even	N/A	2023	N/A	On Schedule	Appel Way repaving project, CIP Budgeted in Parks and Rec Trail Maintenance Program.
Cheshire Rail Trail - Park Ave. Loop	N/A	N/A	Completed	\$411,615.51	Over	N/A	Spring 2019	Fall 2022	N/A	Engineering division of DPW is managing this project now. Repaving and striping of Park Ave completed. Trail work completed. Grand opening ceremony occurred Sept 14. Monitor for Winter/Spring maintenance.
NHDOT TAP Grant 2018	N/A	BE22	Hold	\$674K	N/A	N/A	Winter 2018	Summer 2022	Behind	City of Keene has been selected as a TAP grant recipient for Complete Street improvements to Marlboro Street that tie into other planned improvements, infrastructure, economic development goals and the Cheshire Rail Trail. Project was stripped from federal earmark in the infrastructure bill.
Arts and Culture Corridor	NA	N/A	Working	N/A	N/A	N/A	Ongoing	N/A	N/A	Arts Alive, Jess Gelter, have taken on a scaled down version of the Arts and Culture Corridor concept Gilbo Avenue to School Street still part of the scope.
League of American Bicyclists Bicycle Friendly Program & other community ranking programs	N/A	N/A	Planning	-	N/A	N/A	Winter 2022	Spring 2023	N/A	City of Keene's designation as a "Bicycle Friendly City" has lapsed and needs to be renewed. The process includes data gathering for a report/application. Deadline March 1, 2023 for May 2023 announcement.
Sidewalks	N/A	N/A	Submitted	CIP	Even	N/A	Spring 2022	N/A	On Schedule	Summer 2022 expecting to replace approx. 2,000 LF of asphalt sidewalk, including Colby St. and Adams St. The CIP will request funding for about 2,000 LF / year beginning in 2023.
Downtown Infrastructure Project (MAIN STREET)	AMENITIES	P14	Planning	CIP	Even	N/A	Summer 2023	Fall 2027	N/A	Open letter from Vice Chair Horner out for promotion; Square expansion, bikelanes, roundabout options recommended from Steering Committee - Council. Formal letter from the committee submitted. Working on info/faq for project to help with confusion and facts.
Lower Winchester Street (Roundabout - City Line)	N/A	N/A	Planning	CIP	Even	N/A	Summer 2024	Fall 2027	N/A	Potential for bike/pedestrian improvements to the Route 10/Lower Winchester Street Corridor and Gateway area via Swanzey into Keene. Listening sessions held Oct 24/25.

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MASTER PLAN PROJECTS									
Jonathan Daniels Trail Maintenance	TOP 7	P3	Planning	\$25K	Even	Summer 2020	2022	N/A	CIP Budgeted in Parks and Rec Trail Maintenance Program.
Wayfinding Signage Facilities and Plan	TOP 7	P11	Working	City Staff, \$42,000	N/A	Planning	N/A	On Schedule	BPPAC Considering overall wayfinding plan with Parks/Rec, DPW and Comm Dev Departments. UNH Downtown Trails Initiative final report prepared and submitted for review at April meeting. Next steps signage design and placement.
↓Transportation Heritage Trail ↓									
THT Phase 1 - CRT Eastern Ave to NH 101 (Transportation Heritage Trail)	TOP 7	P1	Planning	\$ 386,400.00	Even	2024	2025	N/A	Project includes from Eastern Ave - 101, Bridge to Span 101, improvements to Old Stone Arch Bridge and potential crossing at Swanzey Factor Rd. Notice of Award for TAP project received 9/1. Federal Earmark funds for this project.
THY Phase 2 - Prowse Bridge - CRT NH 101 Overpass to Stone Arch Bridge (Transportation Heritage Trail)	TOP 7	P4	Planning	\$ 381,685.00	N/A	2027	N/A	N/A	Installation of the Historic Prowse Bridge at NH Route 101 and connecting the Cheshire Rail Trail to the Old Stone Arch Bridge and safety improvements (railings) to Old Stone Arch Bridge. Promotional website and video released with funding donation from PFK.
THT Phase 3 - Old Stone Arch Bridge - (Transportation Heritage Trail)	TOP 7	P4	Planning	\$ 321,195.00	N/A	2025	N/A	N/A	Collaboration with Heritage Commission to conduct research and assist with Historic Resources LCHIP application for railing/abutment design. PFK funding conceptual visuals. LCHIP grant planned for 2022 to fund Planning Study phase. Promotional website and video released with funding donation from PFK.
THT Phase 4 - Island Street Bailey Bridge - Swanzey Factory Road to Town Line (Transportation Heritage Trail)	TOP 7	P4	Planning	\$ 1,862,310.00	N/A	2027	N/A	N/A	Installation of the Historic Island Street Bailey Bridge at Swanzey Factory Road to create a safe overpass for trail users and creating continuity of the Cheshire Rail Trail towards the Swanzey Town line. Promotional website and video released with funding donation from PFK.
West Street - Complete Street	TOP 7	P19	Planning	\$ 785,275.00	N/A	2027	N/A	N/A	Designated as a Gateway Street in the Complete Street Design Guide. BPPAC discussing interim and long range solutions for bike/ped facilities along the corridor. Spring, Summer and Fall Counts completed for 2020. City submitted West Street improvement project into the DOT 10 Year Plan.
AMENITIES	TOP 7	P21	Working	City Staff, Facility and Maintenance Costs	Under	Planning	N/A	On Schedule	Staff should establish a base line of existing amenities and propose types and locations of future amenities in a plan. These should include Kiosk/Trailhead facilities, Trailside Facilities such as bathrooms, potable water and tune up stations and efforts should be made to engage the artist community to create spots along the trails for public art which will enhance the unique qualities of our system. Survey work incorporated into UNH Downtown Trails Initiative. TRAIL LIGHTS NOW INCLUDED HERE

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Downtown Infrastructure Project (MAIN STREET)	AMENITIES	P14	Planning	CIP		Even	Summer 2023	Fall 2027	N/A	Open letter from Vice Chair Horner out for promotion; Need for support of bicycle inclusion in the infrastructure redesign. Planned formal letter from the committee for approval.
Lower Winchester Street (Roundabout - City Line)	N/A	N/A	Planning	CIP		Even	Summer 2024	Fall 2027	N/A	Potential for bike/pedestrian improvements to the Route 10/Lower Winchester Street Corridor and Gateway area via Swanzey into Keene. Listening sessions held Oct 24/25.

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↓Transportation Heritage Trail ↓									
THT Phase 1 - CRT Eastern Ave to NH 101 (Transportation Heritage Trail)	TOP 7	P1	Planning	\$ 386,400.00	Even	2024	2025	N/A	Project includes from Eastern Ave - 101, Bridge to Span 101, improvements to Old Stone Arch Bridge and potential crossing at Swanzey Factor Rd. Notice of Award for TAP project received 9/1. Federal Earmark funds for this project.
THY Phase 2 - Prowse Bridge - CRT NH 101 Overpass to Stone Arch Bridge (Transportation Heritage Trail)	TOP 7	P4	Planning	\$ 381,685.00	N/A	2027	N/A	N/A	Installation of the Historic Prowse Bridge at NH Route 101 and connecting the Cheshire Rail Trail to the Old Stone Arch Bridge and safety improvements (railings) to Old Stone Arch Bridge. Promotional website and video released with funding donation from PFK.
THT Phase 3 - Old Stone Arch Bridge - (Transportation Heritage Trail)	TOP 7	P4	Planning	\$ 321,195.00	N/A	2025	N/A	N/A	Collaboration with Heritage Commission to conduct research and assist with Historic Resources LCHIP application for railing/abutment design. PFK funding conceptual visuals. LCHIP grant planned for 2022 to fund Planning Study phase. Promotional website and video released with funding donation from PFK.
THT Phase 4 - Island Street Bailey Bridge - Swanzey Factory Road to Town Line (Transportation Heritage Trail)	TOP 7	P4	Planning	\$ 1,862,310.00	N/A	2027	N/A	N/A	Installation of the Historic Island Street Bailey Bridge at Swanzey Factory Road to create a safe overpass for trail users and creating continuity of the Cheshire Rail Trail towards the Swanzey Town line. Promotional website and video released with funding donation from PFK.
West Street - Complete Street	TOP 7	P19	Planning	\$ 785,275.00	N/A	2027	N/A	N/A	Designated as a Gateway Street in the Complete Street Design Guide. BPPAC discussing interim and long range solutions for bike/ped facilities along the corridor. Spring, Summer and Fall Counts completed for 2020. City submitted West Street improvement project into the DOT 10 Year Plan.
AMENITIES	TOP 7	P21	Working	City Staff, Facility and Maintenance Costs	Under	Planning	N/A	On Schedule	Staff should establish a base line of existing amenities and propose types and locations of future amenities in a plan. These should include Kiosk/Trailhead facilities, Trailside Facilities such as bathrooms, potable water and tune up stations and efforts should be made to engage the artist community to create spots along the trails for public art which will enhance the unique qualities of our system. Survey work incorporated into UNH Downtown Trails Initiative. TRAIL LIGHTS NOW INCLUDED HERE