KEENE COMPLETE STREETS

DESIGN GUIDELINES ▪ 2015

KEENE COMPLETE STREETS

PLANNING & DESIGN GUIDELINES

ACKNOWLEDGEMENTS

The City of Keene Planning and Public Works Departments worked with the Southwest Region Planning Commission to develop this guidance document in 2015. Funding for this document was made possible, in part, by the Centers for Disease Control and Prevention through the Partners to Improve Community Health initiative. The views expressed in this document do not necessarily reflect the official policies of the Department of Health and Human Services, nor does the mention of trade names, commercial practices, or organizations imply endorsement by the U.S. Government.

PREFACE

In the summer of 2015, the City of Keene worked with Southwest Region Planning Commission to develop a Complete Streets policy, which was adopted in November of 2015. This policy has the City consider and incorporate all modes of transportation and the safety needs of all users including, motorists, transit, pedestrians, bicyclists, seniors, youth, and persons with disabilities, when making improvements to existing infrastructure or building new projects. In addition, it encourages street design that will be constructed in a manner that supports the surrounding land use and transportation context.

The policy establishes that the City will utilize planning and design guidelines for Complete Streets. This document represents these guidelines, and serves as a resource for City staff when planning, designing, rehabilitating, constructing, reconstruction, or maintaining the public right of way.

This document also serves as guidance for residents, businesses, and others to better understand Complete Streets concepts and design elements and how safety measures can be incorporated into the City's different roadway types and land use contexts.

"Members of the community expressed a desire, as part of creating Keene's walkable community, to strive for "complete streets." Complete Streets is a national program that encourages local municipalities across the country to build road networks that are safer, more livable and welcoming to everyone. Keene should make it a consistent policy to design streets with all users in mind, including drivers, public transport riders, pedestrians, and bicyclists as well as older people, children, and those with disabilities..."

- City of Keene Comprehensive Master Plan 2010

WHAT ARE COMPLETE STREETS?

Complete Streets are streets that are designed and operated for everyone, regardless of age, ability, or how people get around.

- **Complete Streets make it safe and easy to walk to the store, cross the street, ride a bike to school, and drive to work.** Complete Streets incorporate design elements that emphasize safety, mobility and accessibility for those using a variety of travel modes. They can include features such as wide and safe sidewalks or shoulders, clearly marked crosswalks, space for bicyclists to travel, places to sit, street trees, and more.

- **What a Complete Street looks like will largely depend on where it is and who is using it.** For example, a Complete Street in the downtown will look differently from one in a more rural area of Keene. In areas where many people walk, vehicle speeds should be slower and there should be highly visible and frequent places to cross the street. These areas should also have wide sidewalks, places for people to sit and rest, and landscaping to make it a desirable place to walk. If many large trucks are using the street, travel lanes will need to be wide enough so that these vehicles can pass each other and make safe turns. If mostly cars and bicyclists are using the street, the lanes can be narrower, which will help slow down vehicle speeds and make it safer for all users.

DOWNTOWN

NEIGHBORHOOD

RURAL AREA

COMPLETE STREETS BENEFITS

- **Increase Safety** - By designing the road for all users, Complete Streets improve safety for everyone.

- **Reduce Barriers for Seniors and Persons with Disabilities** - Complete Streets can include curb ramps at crosswalks, audible or tactile signals that can be used by blind pedestrians, longer crosswalk times, smooth and unobstructed sidewalks, and places to sit and rest.

- **Increase Economic Vitality** - People can save money when they switch to biking, walking, and taking public transportation, which allows them to spend this money in other ways. In addition the presence of sidewalks, bike paths, and other elements that make neighborhoods more walkable has been shown to increase property values, stimulate the local economy, and attract new businesses and investment, especially in retail and downtown areas.

- **Improve Community Health** - Complete Streets make active living an easy option by providing safe and convenient opportunities for people to walk and ride bikes. Studies have shown that people who live in walkable areas are substantially less likely to be overweight or obese than people who lived in neighborhoods where walking was unsafe.

- **Reduce Air Emissions** - Walking and bicycling are zero-emission transportation modes, and public transportation has much lower emissions than driving in a single occupancy vehicle. This helps to reduce heat-trapping pollution and makes the air we breathe cleaner.

COMPLETE STREETS DESIGN GUIDELINES

There is no single design prescription for "complete streets." Ingredients may include side-walks, bike lanes or wide paved shoulders, special bus lanes, comfortable and accessible public-transportation stops, frequent crossing opportunities, median islands, accessible pedestrian signals, curb extensions, and more. A complete street in a rural area will look quite different from one in an urban area. However, both are designed to balance safety and convenience for everyone using the road. As Keene's existing roads are repaired or reconstructed, it should be a policy of the city to incorporate these ingredients to the scale and degree appropriate for the location and type of roadway…"

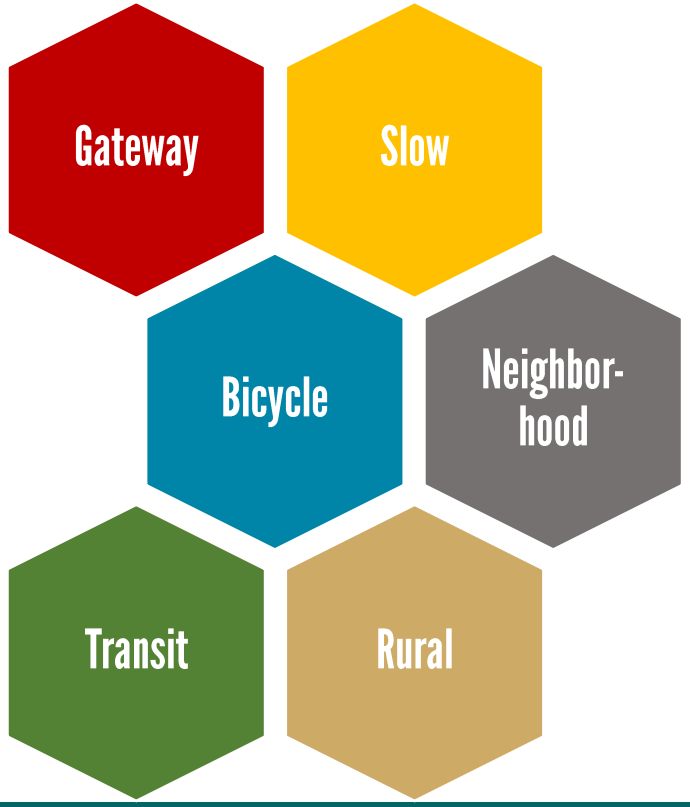
- City of Keene Comprehensive Master plan 2010

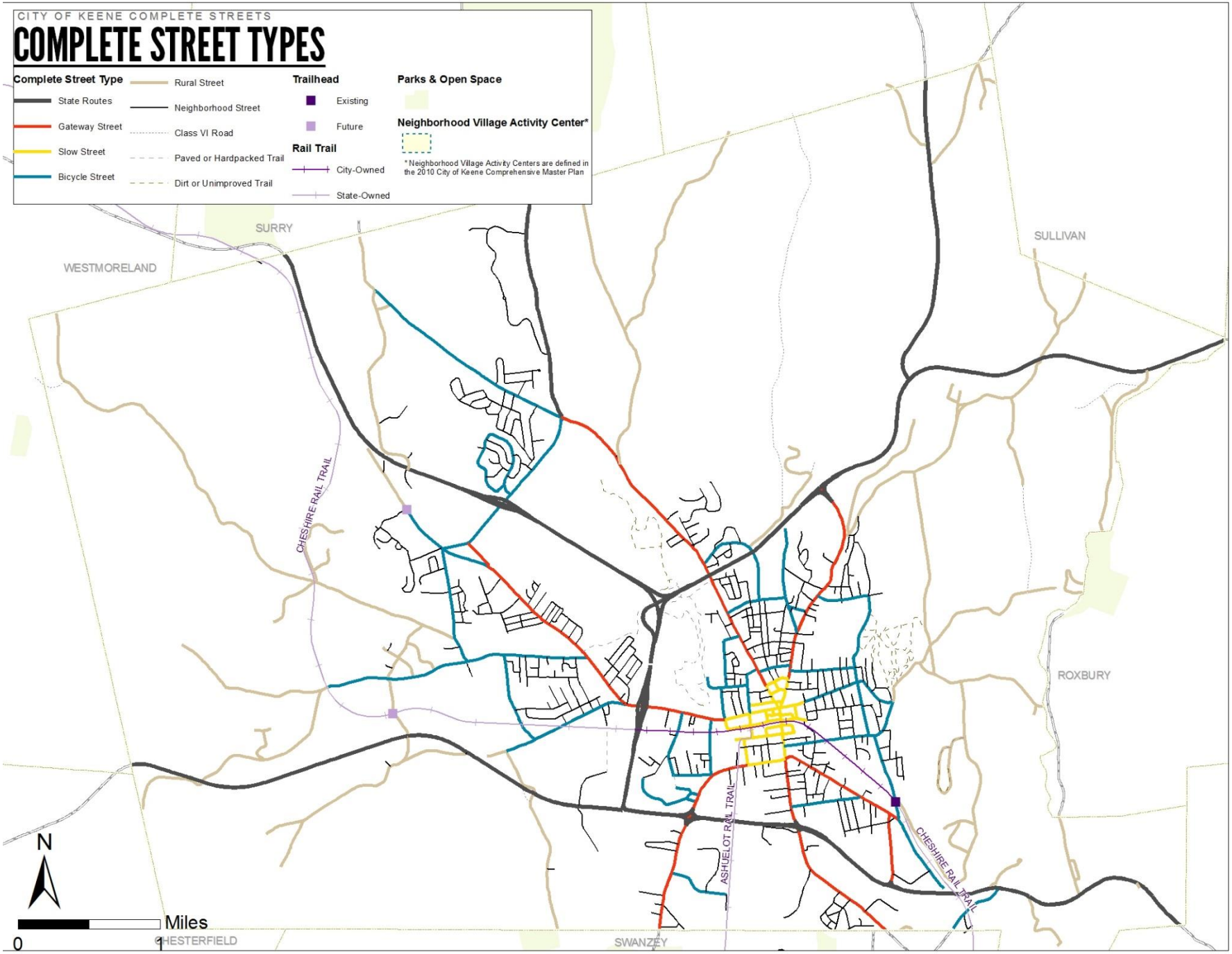
STREET DESIGN CONSIDERATIONS

The following sections outline a series of street design recommendations for City staff and others to consider when working in the public right of way. The intent of these recommendations is to provide flexible guidance for accommodating and balancing the needs of multiple users of the roadway when making decisions. These considerations are intended to provide a simple and effective means to weigh and consider street design options, given a range of conditions.

STREET TYPOLOGY

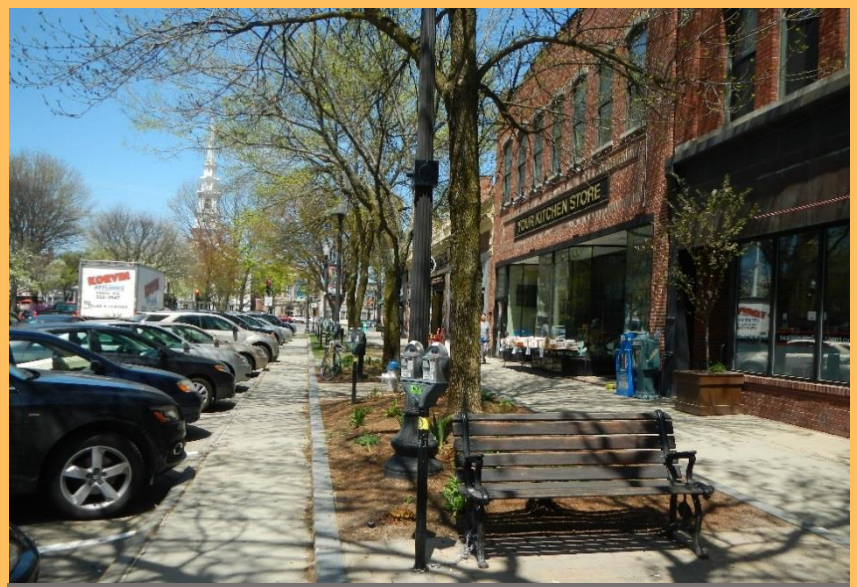
Typology classifies streets by roadway function and surrounding context, including right of way width, building types, predominant travel modes and land uses. The designation of Keene's roadways as different street types serves as a methodology to ensure that the design and use of a street complements the surrounding area and vice versa. The design recommendations included on the following pages are organized by the street types shown to the right. The following sections of this document define and describe these street types and provide a range of complete streets considerations for each.




CITY OF KEENE COMPLETE STREETS
COMPLETE STREET TYPES
Complete Street Type
State Routes
Gateway Street
Slow Street
Bicycle Street
Rural Street
Neighborhood Street
Class VI Road
Paved or Hardpacked Trail
Dirt or Unimproved Trail
Trailhead
Existing
Future
Rail Trail
City-Owned
State-Owned
Parks & Open Space
Neighborhood Village Activity Center*
* Neighborhood Village Activity Centers are defined in the 2010 City of Keene Comprehensive Master Plan
SURRY
WESTMORELAND
SULLIVAN
ROXBURY
CHESHIRE RAIL TRAIL
ASHUELOT RAIL TRAIL
CHESHIRE RAIL TRAIL
CHESTERFIELD
SWANZEY
N
Miles
0
1

SLOW STREETS

Located within Keene's pedestrian-oriented downtown, Slow Streets are places where all travel modes are in high demand and vehicular traffic must proceed at slow speeds for safety. Mixed use activities in this high density commercial core require greater attention to accommodating all modes of transportation. In this area cars, buses and bicycles all share the right of way, pedestrian convenience is of the utmost importance, crossings are frequent, and cars easily pull in and out of curbside spaces. The rich mix of activity is facilitated by the slow speed of traffic on these streets.



Main Street in Downtown Keene

West Street in Downtown Keene

Where are Slow Streets in Keene?

- ☐ Central Sq
- ☐ Church St
- ☐ Court St*
- ☐ Cypress St
- ☐ Eagle Ct
- ☐ Emerald St
- ☐ Elm St
- ☐ Federal St
- ☐ Gilbo Ave
- ☐ Lamson St
- ☐ Main St*
- ☐ Mechanic St
- ☐ Railroad St
- ☐ Ralston St
- ☐ Roxbury St*
- ☐ School St
- ☐ St. James St
- ☐ Vernon St
- ☐ Washington St*
- ☐ Wells St
- ☐ West St*
- ☐ Wilson St
- ☐ Winchester St*

**Street type changes along roadway segment.*


CITY OF KEENE COMPLETE STREETS
SLOW STREETS
Rail Trail
City-Owned
State-Owned
Complete Street Type
Slow Street
Gateway Street
Bicycle Street
Neighborhood Street
Rural Street
MECHANIC
ELM
VERNON
COURT
WASHINGTON
WINTER
CENTRAL
ROXBURY
WEST
FEDERAL
SAINT JAMES
LAMSON
CHURCH
WELLS
RAILROAD
ROXBURY
GILBO
SCHOOL
CYPRESS
COMMERCIAL
WILSON
MAIN
EAGLE
EMERALD
ASHUELOT RAIL TRAIL
RALSTON
WINCHESTER
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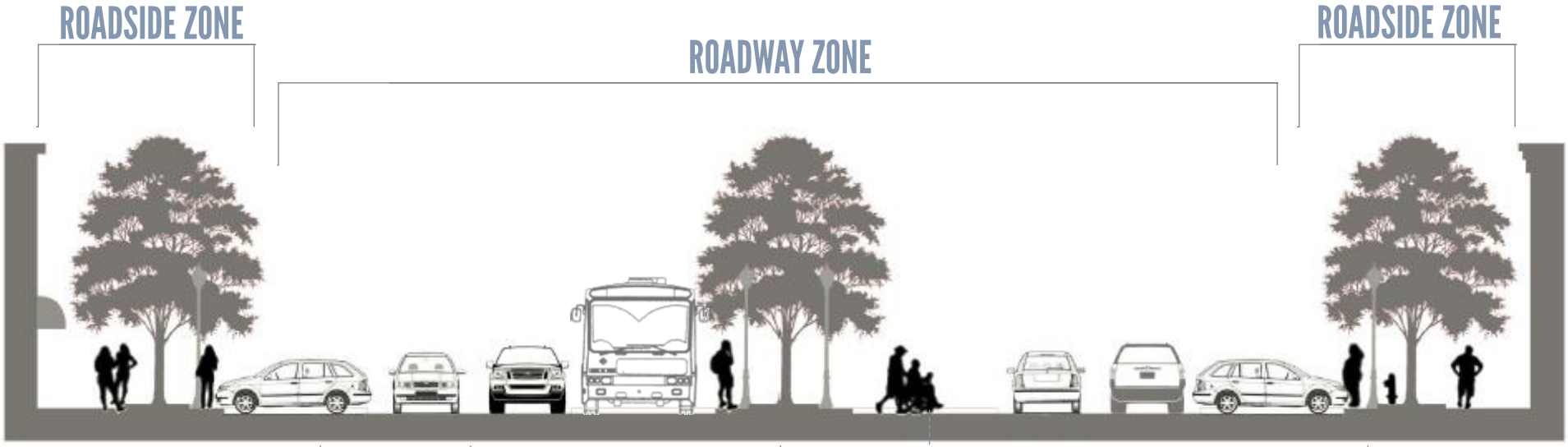
Miles
0
0.1

SLOW STREET ELEMENTS



SLOW STREET CONSIDERATIONS

ROADSIDE ZONE

Sidewalk

- ☐ 8' – 10 ' minimum
- ☐ 5' minimum unobstructed walking area
- ☐ Located on both sides of the street
- ☐ Consider curb extensions at intersection with crosswalks
- ☐ Ramped at all driveway entrances and street intersections with a slope not to exceed 1:12
- ☐ Located at least 5' from edge of street pavement right-of-way permitting
- ☐ Consider use of pervious materials

Green Buffer

- ☐ 5;' minimum
- ☐ 2' minimum area for snow storage
- ☐ Located adjacent to sidewalk
- ☐ Deciduous trees of a minimum 2" caliper planted every 40' – 50''
- ☐ Native trees, shrubs and perennial plantings that are wet/dry/salt tolerant (avoid species susceptible to disease)
- ☐ Consider grates or mulch around tree bases in high volume pedestrian areas; 6' x 6' minimum

Furniture / Amenites

- ☐ Benches
- ☐ Bicycle Racks
- ☐ Parking meters placed behind green buffer
- ☐ Consider using multi-space pay stations
- ☐ Waste receptacles

Note: Furniture should not obstruct 5' pedestrian walking area

Lighting

- ☐ Pedestrian scale fixtures placed 50' if space allows
- ☐ Vehicular fixtures at all intersections and 28' high
- ☐ Consider energy efficient lighting (e.g. LED, solar fixtures, etc.)

ROADWAY ZONE

Vehicle Travel Lanes

- ☐ 10' minimum; 12' maximum

Pedestrian Crossings

- ☐ Special pavement treatment at high volume pedestrian intersections (e.g. integral colored pavement, special pavers, high visibility paint, curb extensions, raised, etc.)
- ☐ 6-10' wide
- ☐ Longitudinal ladder markings per MUTCD requirements
- ☐ Comply with ADA for smoothness and visibility
- ☐ Placed at every intersection
- ☐ In areas of high pedestrian volume consider mid-block crossings
- ☐ If speeds and volume warrant, consider signage

Medians / Refuge Islands

- ☐ 6' minimum width with 7" minimum reveal, 5' pedestrian path;
- ☐ The cut-through or ramp width should equal the width of the crosswalk, where this cannot be achieved crosswalks should be striped wider than the cut-through area
- ☐ Landscape with native shrubs, and perennial plantings that are wet/dry/salt tolerant
- ☐ Plantings should not exceed 2'-3' high

Parking

- ☐ Angled parking on-street in low-speed commercial areas (17' long and 8" wide at a 45 degree angle perpendicular to curb)
- ☐ Parallel parking on-street (7' minimum width, 8' preferred)
- ☐ Consider back in angled parking
- ☐ Consider use of pervious pavement

GATEWAY STREETS

Roads classified as Gateway Streets are primarily arterials streets emanating out from the City's downtown to state routes within and outside Keene. These streets contain a mix of land uses and destinations including but not limited to retail and commercial centers, professional offices, educational institutions, human service agencies, residences, gas stations, and grocery stores. These streets are the primary travel corridors in the City and should be accommodating of all modes of transportation.

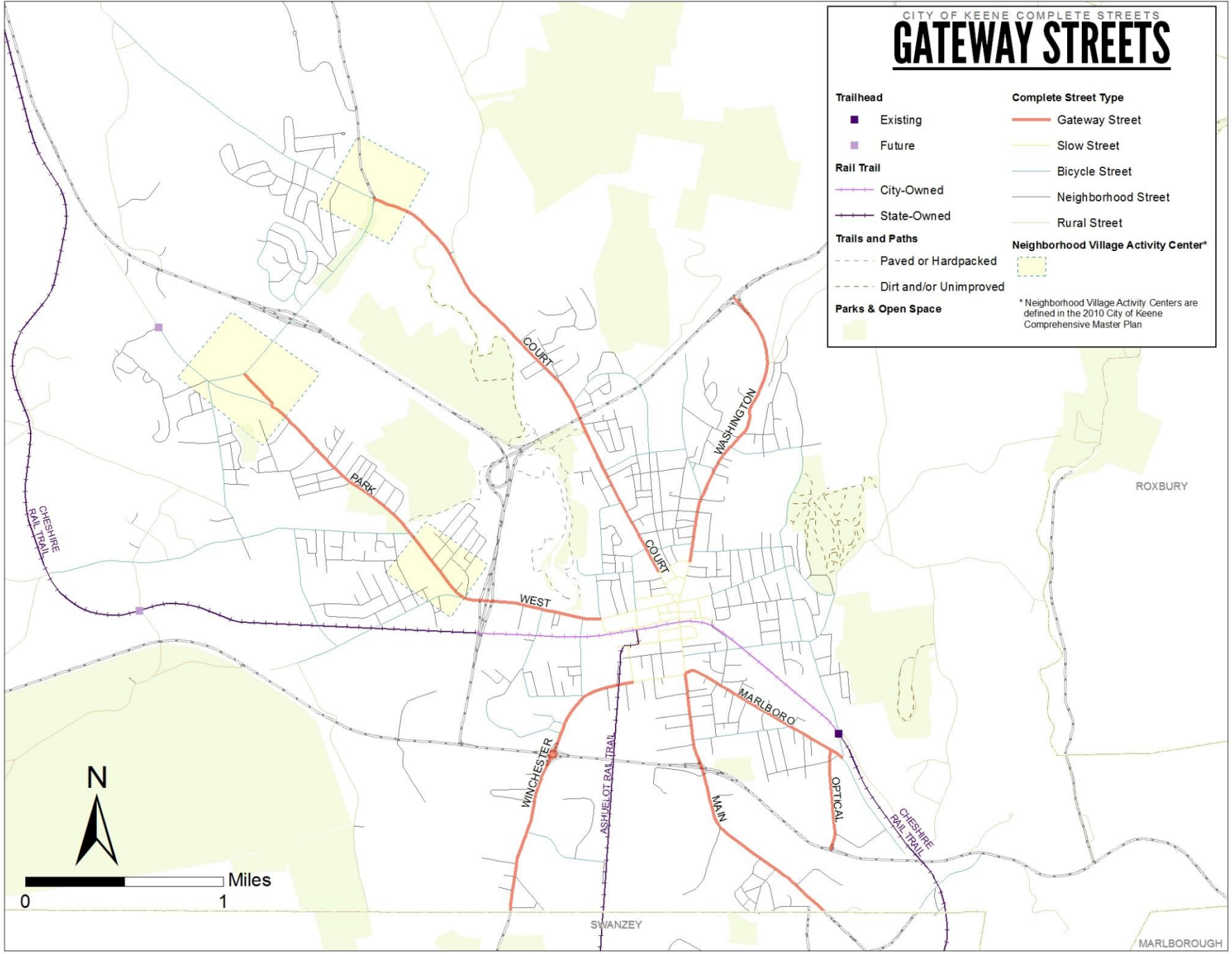
Washington Street

Washington Street

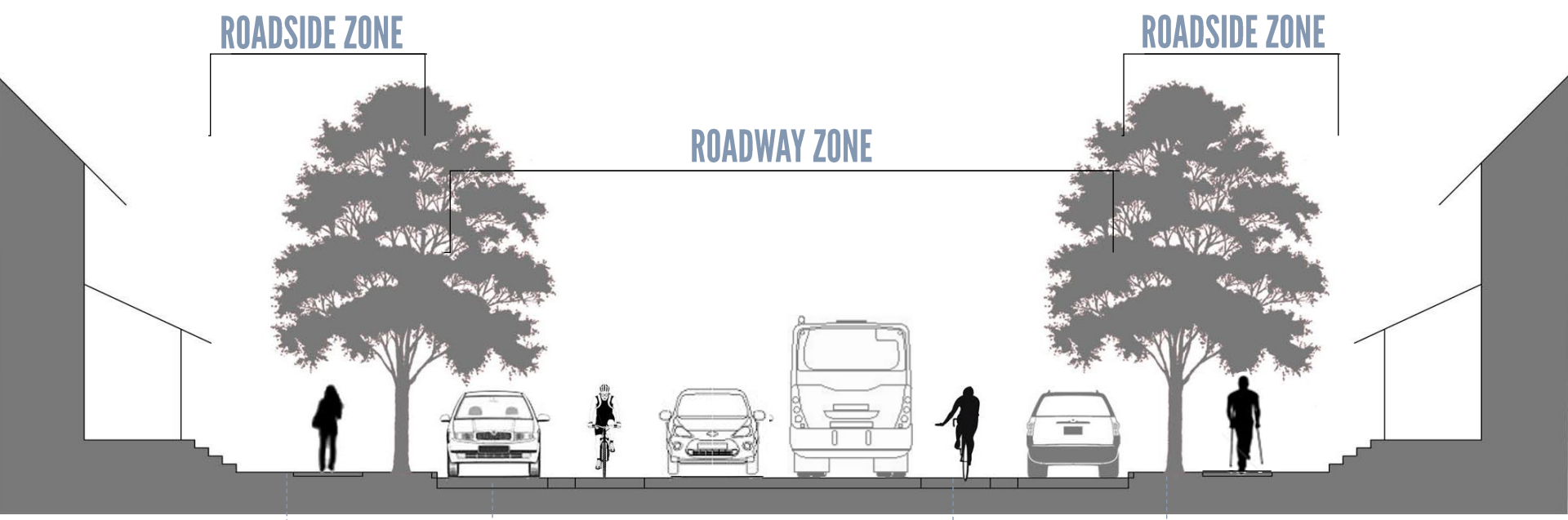
Where are Gateway Streets in Keene?

- ☐ Court St*
- ☐ Main St*
- ☐ Marlboro St*
- ☐ Optical Ave
- ☐ Park Ave
- ☐ Washington St*
- ☐ West St*
- ☐ Winchester St*

**Street type changes along roadway segment.*


CITY OF KEENE COMPLETE STREETS
GATEWAY STREETS
Trailhead
Existing
Future
Rail Trail
City-Owned
State-Owned
Trails and Paths
Paved or Hardpacked
Dirt and/or Unimproved
Parks & Open Space
Complete Street Type
Gateway Street
Slow Street
Bicycle Street
Neighborhood Street
Rural Street
Neighborhood Village Activity Center*
* Neighborhood Village Activity Centers are defined in the 2010 City of Keene Comprehensive Master Plan
COURT
PARK
WASHINGTON
COURT
WEST
CHESHIRE RAIL TRAIL
ROXBURY
MARLBORO
WINCHESTER
ASHUELOT RAIL TRAIL
MAIN
OPTICAL
CHESHIRE RAIL TRAIL
SWANZEY
MARLBOROUGH
N
Miles
0
1

GATEWAY STREET ELEMENTS

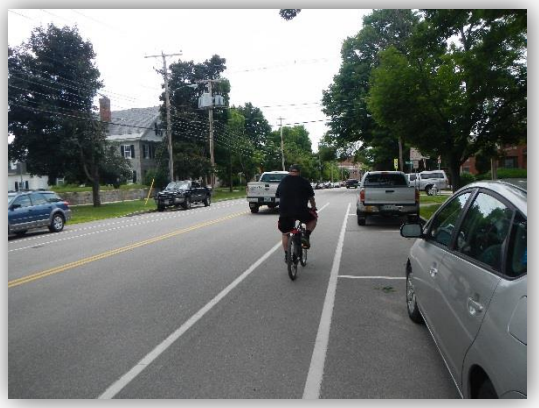


Unobstructed Pedestrian Pathway

Parallel Parking On-Street

Marked Bike Lanes or Sharrows

Green Buffer with Street Trees and Space for Bioswales or Rain Gardens



GATEWAY STREET CONSIDERATIONS

ROADSIDE ZONE

Sidewalk

- ☐ 5' minimum; 8' – 10 ' preferred width
- ☐ 5' minimum unobstructed walking area
- ☐ Located on both sides of the street
- ☐ Consider curb extensions at intersection with crosswalks
- ☐ Ramped at all driveway entrances and street intersections with a slope not to exceed 1:12
- ☐ Located at least 5' from edge of street pavement right-of-way permitting
- ☐ Consider use of pervious materials

Green Buffer

- ☐ 5;' minimum
- ☐ 2' minimum area for snow storage
- ☐ Located adjacent to sidewalk
- ☐ Deciduous trees of a minimum 2" caliper planted every 40' – 50''
- ☐ Native trees, shrubs and perennial plantings that are wet/dry/salt tolerant (avoid species susceptible to disease)
- ☐ Consider grates or mulch around tree bases in high volume pedestrian areas; 6' x 6' minimum
- ☐ Consider use of bioswales or rain gardens for stormwater infiltration.

Furniture / Amenites

- ☐ Benches
- ☐ Bicycle Racks
- ☐ Parking meters placed behind green buffer
- ☐ Consider using multi-space pay stations
- ☐ Covered transit shelters at bus stops

Note: Furniture should not obstruct 5' pedestrian walking area

Lighting

- ☐ Pedestrian scale fixtures placed 50' if space allows in high volume pedestrian areas
- ☐ Vehicular fixtures at all intersections and 28' high
- ☐ Consider energy efficient lighting (e.g. LED, solar fixtures, etc.)

ROADWAY ZONE

Vehicle Travel Lanes

- ☐ 10' minimum; 12' maximum

Pedestrian Crossings

- ☐ Special pavement treatment in high volume pedestrian areas (e.g. integral colored pavement, special pavers, high visibility paint, raised, etc.)
- ☐ 6-10' wide
- ☐ Longitudinal ladder markings per MUTCD requirements
- ☐ Comply with ADA for smoothness and visibility
- ☐ Placed at every intersection
- ☐ In areas of high pedestrian volume consider mid-block crossings
- ☐ If speeds and volume warrant, consider signage

Bike Lanes/ Sharrows

- ☐ 4' minimum; 5'-6' preferred
- ☐ Use bike safe drain grates
- ☐ Minimum visibility treatment of white line, bicycle icon and directional arrow
- ☐ Consider integrating color pavement (e.g. green) for complex areas
- ☐ Place on both sides of street or a minimum of one side of the street
- ☐ Consider sharrows as alternative to bike lanes (minimum visibility treatment of white chevron / bicycle symbol directing bicyclists to ride in the safest location within the travel lane)
- ☐ Markings should be located outside of door zone of parked cars

Medians / Refuge Islands

- ☐ 6' minimum width with 7" minimum reveal, 5' pedestrian path, and 40" long;
- ☐ The cut-through or ramp width should equal the width of the crosswalk,
- ☐ Landscape with native trees, shrubs, and perennial plantings that are wet/dry/salt tolerant (plantings should not exceed 2'-3' high)

Parking

- ☐ Angled parking on-street in low-speed commercial areas (17' long by 8" wide at a 45 degree angle perpendicular to curb)
- ☐ Parallel parking on-street (7' minimum width, 8' preferred)
- ☐ Consider back in angled parking
- ☐ Consider use of pervious pavement

BICYCLE STREETS

This street type gives bicycles priority treatment through street improvements intended to enhance bicycle convenience and safety (e.g. bike lanes, sharrows, bicycle racks, etc.). Bicycle Streets, together with Gateway Streets, Slow Streets and off-road paths, provide a bicycle network that traverses the City and provides safe space for bicyclists.

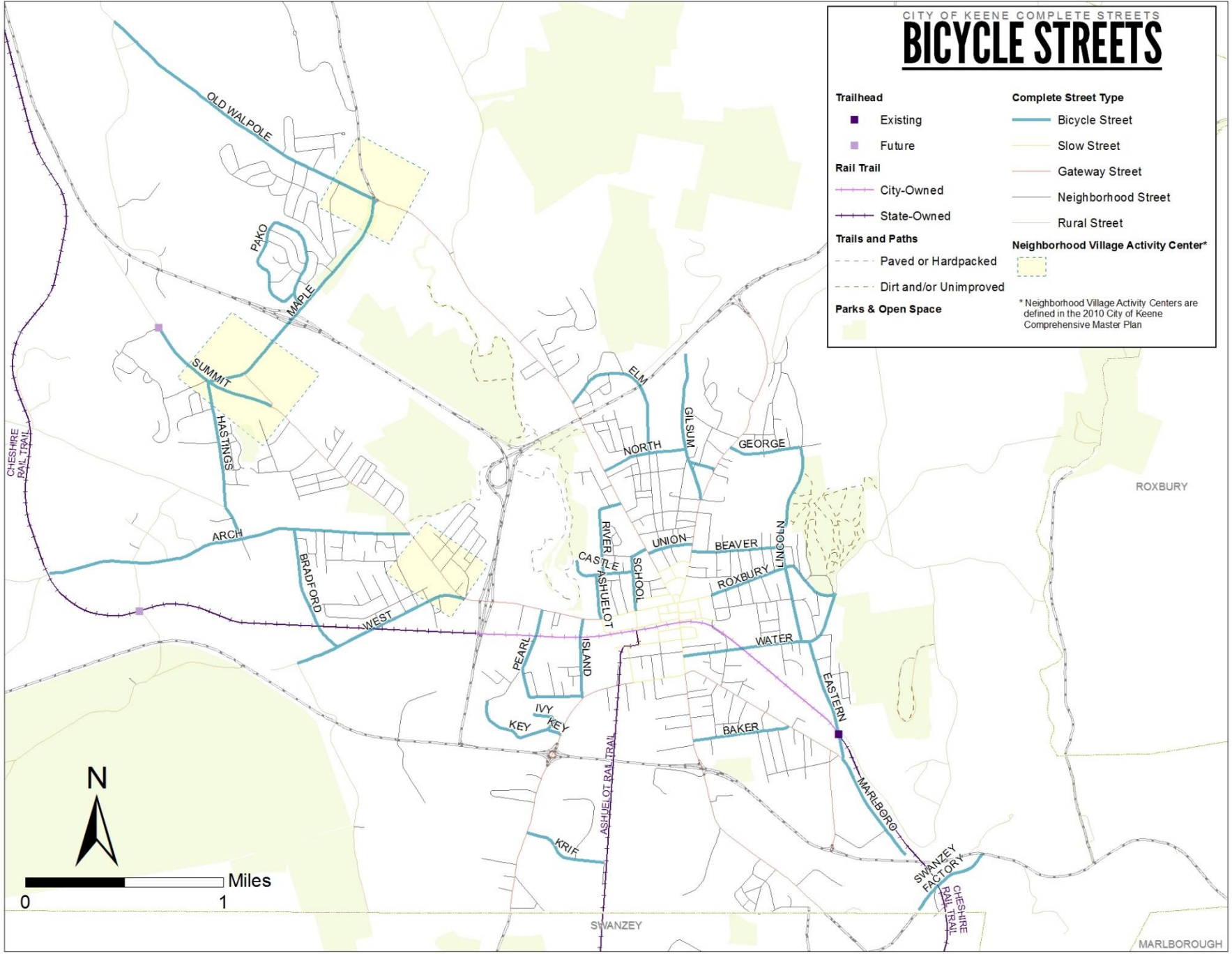
Washington Street Bike Lane

Sharrow on Marlboro Street

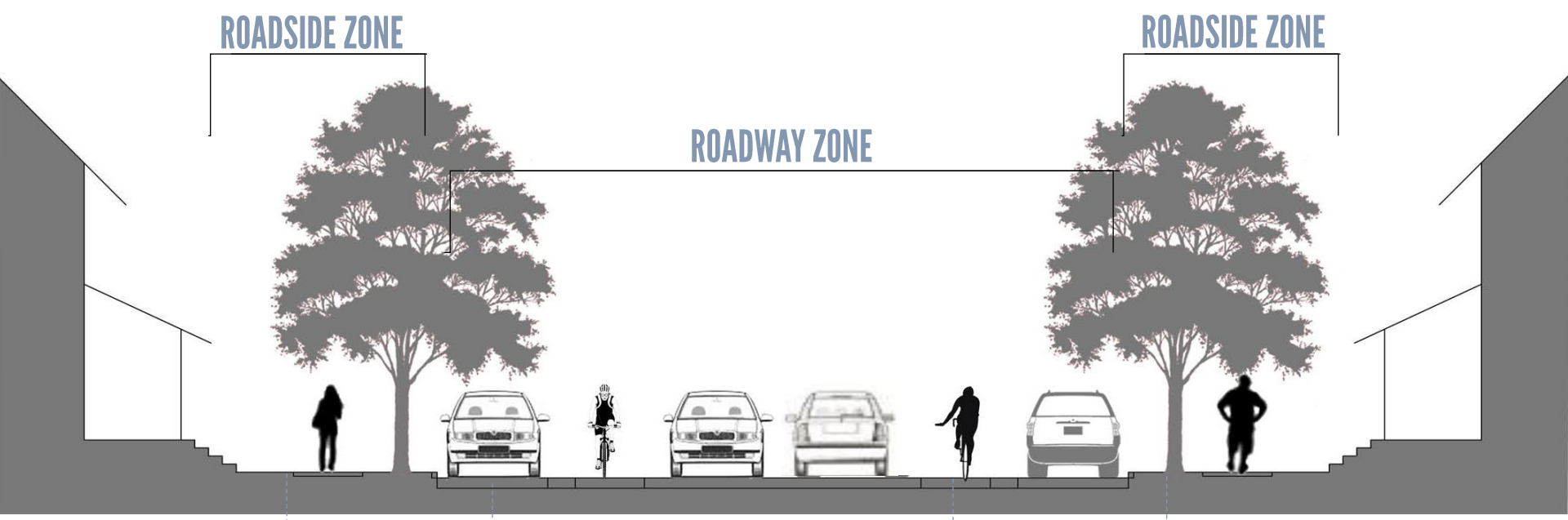
Where are Bicycle Streets in Keene?

- ☐ Arch St
- ☐ Ashuelot St
- ☐ Baker St
- ☐ Beaver St
- ☐ Bradford St
- ☐ Castle St
- ☐ Eastern Ave
- ☐ George St*
- ☐ Gilsum St
- ☐ Hastings Ave
- ☐ Hurricane Rd*
- ☐ Island St
- ☐ Ivy Dr
- ☐ Key Rd
- ☐ Krif Rd
- ☐ Maple Ave
- ☐ Marlboro St*
- ☐ N Lincoln St
- ☐ North St
- ☐ Old Walpole Rd*
- ☐ Pako Ave
- ☐ Pearl St
- ☐ Portland St
- ☐ River St
- ☐ Roxbury St*
- ☐ S Lincoln St
- ☐ School St
- ☐ Summit Rd*
- ☐ Swanzey Factory Rd
- ☐ Union St
- ☐ Water St
- ☐ West St*

**Street type changes along roadway segment.*


CITY OF KEENE COMPLETE STREETS
BICYCLE STREETS
Trailhead
Existing
Future
Rail Trail
City-Owned
State-Owned
Trails and Paths
Paved or Hardpacked
Dirt and/or Unimproved
Parks & Open Space
Complete Street Type
Bicycle Street
Slow Street
Gateway Street
Neighborhood Street
Rural Street
Neighborhood Village Activity Center*
* Neighborhood Village Activity Centers are defined in the 2010 City of Keene Comprehensive Master Plan
OLD WALPOLE
PAKO
MAPLE
SUMMIT
HASTINGS
CHESHIRE RAIL TRAIL
ARCH
BRADFORD
WEST
ELM
NORTH
GILSUM
GEORGE
ROXBURY
RIVER
CASTLE
ASHUELOT
SCHOOL
UNION
BEAVER
LINCOLN
ROXBURY
WATER
PEARL
ISLAND
IVY
KEY
KEY
BAKER
EASTERN
MARLBORO
KRIF
ASHUELOT RAIL TRAIL
SWANZEY FACTORY
CHESHIRE RAIL TRAIL
SWANZEY
MARLBOROUGH
N
Miles
0
1

BICYCLE STREET ELEMENTS

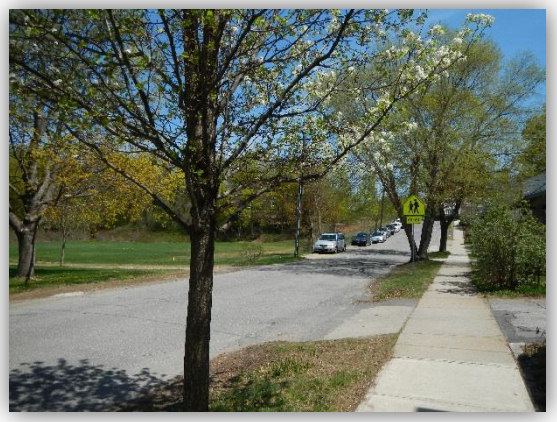


Unobstructed Pedestrian Pathway

Parallel Parking On-Street

Marked Bike Lanes or Sharrows

Green Buffer with Street Trees



BICYCLE STREET CONSIDERATIONS

ROADSIDE ZONE

Sidewalk

- ☐ 5' minimum; >5' in neighborhood centers and high volume pedestrian areas
- ☐ 5' minimum unobstructed walking area
- ☐ Located on at least one side of the street, both sides is preferred
- ☐ Consider curb extensions at intersection with crosswalks
- ☐ Ramped at all driveway entrances and street intersections with a slope not to exceed 1:12
- ☐ Located at least 5' from edge of street pavement right-of-way permitting
- ☐ Consider use of pervious materials

Green Buffer

- ☐ 5;' minimum
- ☐ 2' minimum area for snow storage
- ☐ Located adjacent to sidewalk
- ☐ Deciduous trees of a minimum 2" caliper planted every 40' – 50"
- ☐ Native trees, shrubs and perennial plantings that are wet/dry/salt tolerant (avoid species susceptible to disease)
- ☐ Consider grates or mulch around tree bases in high volume pedestrian areas; 6' x 6' minimum

Furniture / Amenities

- ☐ Bicycle Racks

Note: Furniture should not obstruct 5' pedestrian walking area

Lighting

- ☐ Vehicular fixtures at all intersections and 28' high
- ☐ Consider energy efficient lighting (e.g. LED, solar fixtures, etc.)

Signage

- ☐ Consider installing Share the Road signs per MUTCD requirements along routes where bike lanes or sharrows are not feasible

ROADWAY ZONE

Vehicle Travel Lanes

- ☐ 10' minimum; 12' maximum

Bike Lanes

- ☐ 4' minimum; 5'-6' preferred
- ☐ Use bike safe drain grates
- ☐ Minimum visibility treatment of white line, bicycle icon and directional arrow
- ☐ Consider integrating color pavement (e.g. green) for complex areas
- ☐ Place on both sides of street or a minimum of one side of the street

Marked Shared Lane / Sharrows

- ☐ Consider as alternative to bike lanes
- ☐ Use bike safe drain grates
- ☐ Minimum visibility treatment of white chevron / bicycle symbol directing bicyclists to ride in the safest location within the travel lane
- ☐ Markings located outside of door zone of parked cars

Pedestrian Crossings

- ☐ Special pavement treatment at high volume pedestrian intersections (e.g. integral colored pavement, special pavers, high visibility paint, curb extensions, raised, etc.)
- ☐ 6-10' wide
- ☐ Longitudinal ladder markings per MUTCD requirements
- ☐ Comply with ADA for smoothness and visibility
- ☐ Placed at every intersection
- ☐ In areas of high pedestrian volume consider mid-block crossings
- ☐ If speeds and volume warrant, consider signage

Parking

- ☐ Parallel parking on-street (7' minimum width, 8' preferred)
- ☐ 13' minimum combined bike and parking lane width
- ☐ Consider back in angled parking
- ☐ Consider use of pervious pavement

NEIGHBORHOOD STREETS

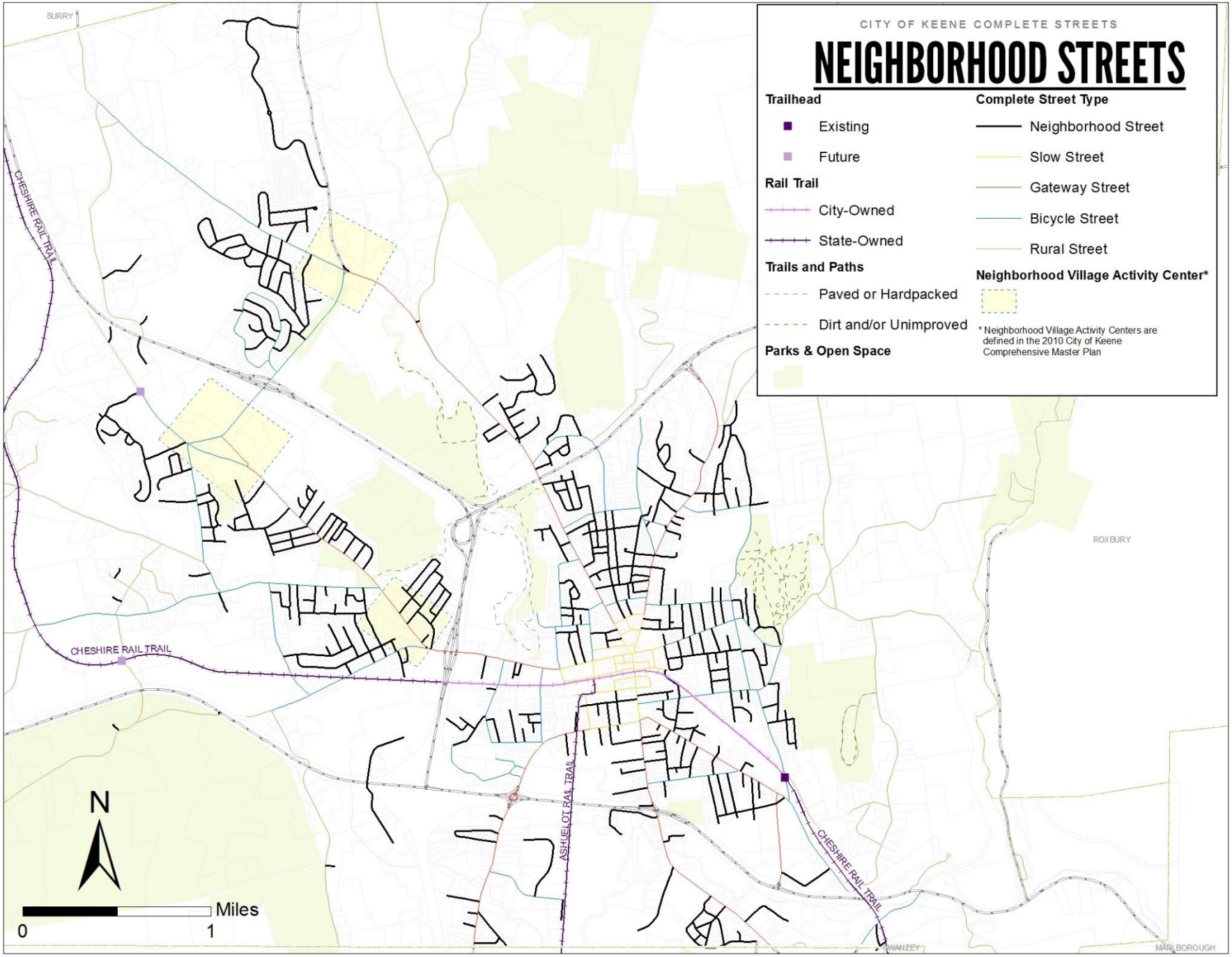
Neighborhood Streets are local streets located in medium to high density residential areas of the City. In these areas, houses are located close together, traffic volumes and speeds are low, and the predominant land use type is residential. Many of the City's Neighborhood Streets connect to collector roads, which are designated as either Bicycle or Complete Streets.

Armory Street

Kelleher Street in Southeast Keene

Kennedy Drive near Melody Lane

Cross Street near Court Street


CITY OF KEENE COMPLETE STREETS
NEIGHBORHOOD STREETS
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SURRY
CHESHIRE RAIL TRAIL
ROXBURY
ASHUELOT RAIL TRAIL
SWANZEY
MARLBOROUGH
N
Miles
0
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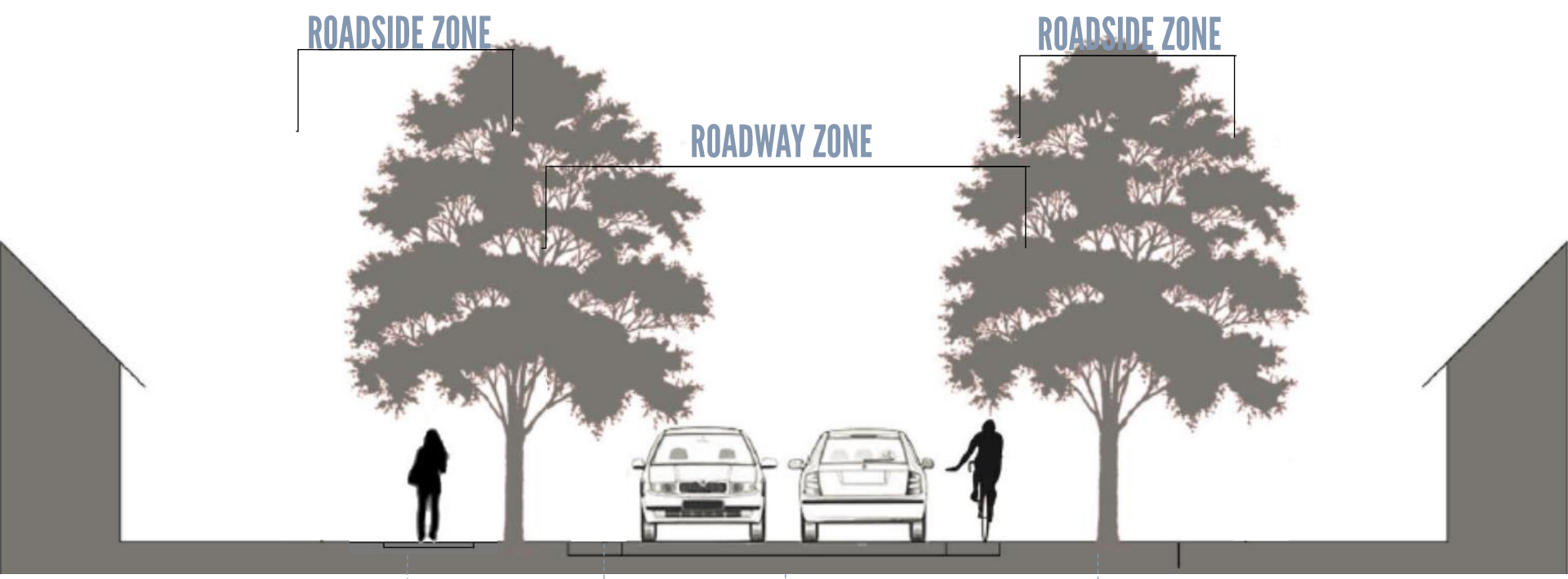
NEIGHBORHOOD STREET ELEMENTS



Unobstructed Pedestrian Pathway

Paved Shoulder

Narrow Vehicular Travel Lanes

Green Buffer

NEIGHBORHOOD STREET CONSIDERATIONS

ROADSIDE ZONE

Sidewalk

- ☐ 5' minimum; >5' in neighborhood centers and high volume pedestrian areas
- ☐ 5' minimum unobstructed walking area
- ☐ Located on at least one side of the street
- ☐ Consider curb extensions at intersection with crosswalks
- ☐ Ramped at all driveway entrances and street intersections with a slope not to exceed 1:12
- ☐ Consider use of pervious materials

Green Buffer

- ☐ 5;' minimum
- ☐ 2' minimum area for snow storage
- ☐ Native trees, shrubs and perennial plantings that are wet/dry/salt tolerant (avoid species susceptible to disease)

Lighting

- ☐ Vehicular fixtures at intersections and 28' high
- ☐ Consider energy efficient lighting (e.g. LED, solar fixtures, etc.)

ROADWAY ZONE

Vehicle Travel Lanes

- ☐ 10' minimum; 11' maximum

Shoulder

- ☐ 2'-3' minimum, paved shoulder
- ☐ Clear of debris

Pedestrian Crossings

- ☐ Special pavement treatment at high volume pedestrian intersections (e.g. integral colored pavement, special pavers, high visibility paint, curb extensions, raised, etc.)
- ☐ 6-10' wide
- ☐ Longitudinal ladder markings per MUTCD requirements
- ☐ Comply with ADA for smoothness and visibility
- ☐ Placed at every intersection
- ☐ In areas of high pedestrian volume consider mid-block crossings
- ☐ If speeds and volume warrant, consider signage

Parking

- ☐ Parallel parking on-street (7' minimum; 8' preferred)
- ☐ Consider use of pervious pavement

RURAL STREETS

Rural Streets are local and collector streets that are located in low-density suburban and rural areas of the City. There are far distances between destinations and land use in this area is primarily residential.

East Surry Road

Hurricane Road

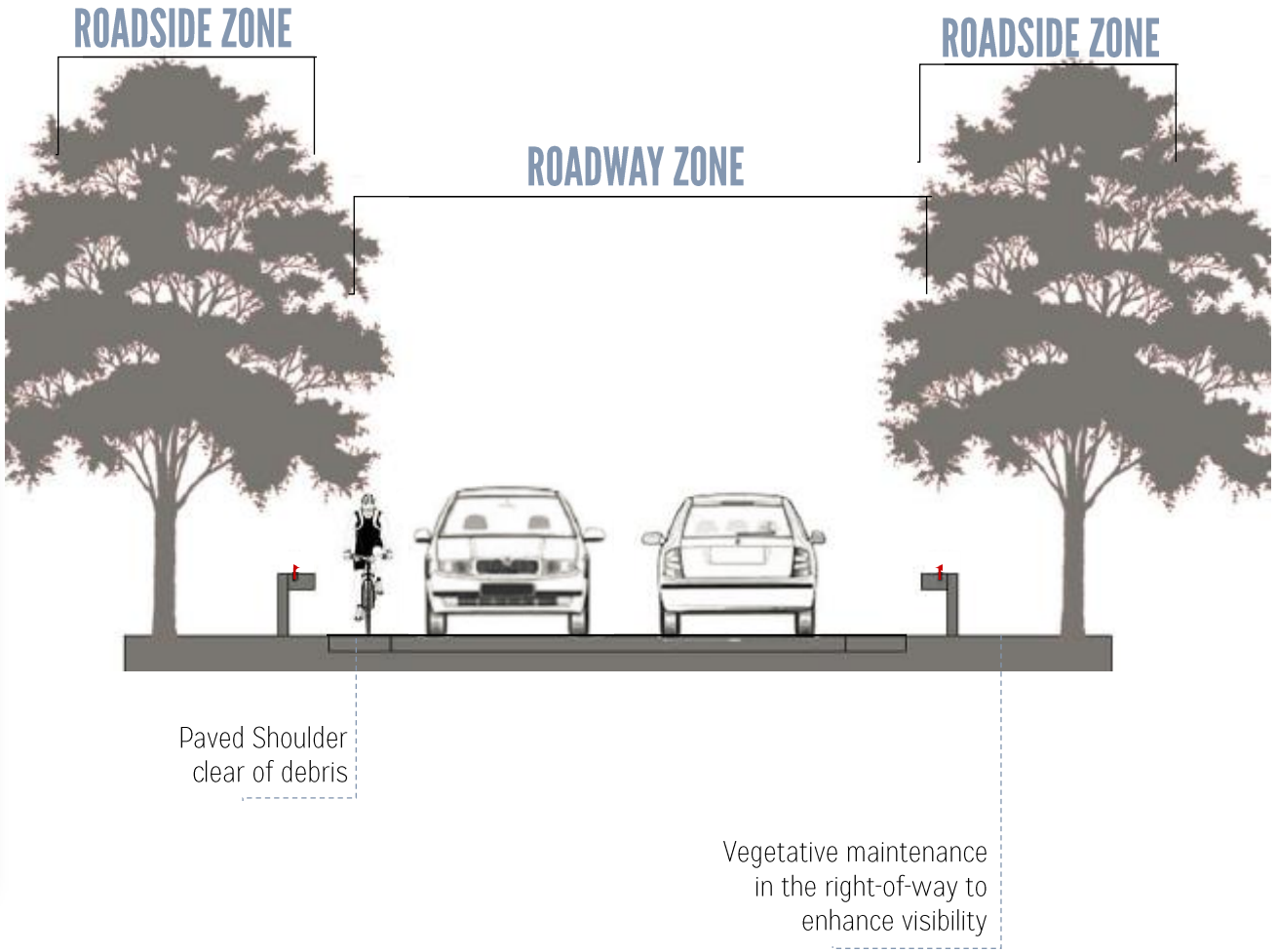
Where are Rural Streets in Keene?

- ☐ Abbot Rd
- ☐ Aldrich Rd
- ☐ Base Hill Rd
- ☐ Belvedere Rd
- ☐ Blackberry Ln
- ☐ Branch Rd
- ☐ Chapman Rd
- ☐ Chesterfield Rd
- ☐ Concord Hill Dr
- ☐ Concord Rd
- ☐ Cranberry Rd
- ☐ Daniels Hill Rd
- ☐ Dickinson Rd
- ☐ East Surry Rd
- ☐ Felt Rd
- ☐ Ferry Brook Rd
- ☐ Forestview Rd
- ☐ Graves Rd
- ☐ Grimes Rd
- ☐ Gunn Rd
- ☐ Hurricane Rd*
- ☐ Jordan Rd
- ☐ Langley Rd
- ☐ Marlboro Rd
- ☐ Meetinghouse Rd
- ☐ Mill Rd
- ☐ Minerva Ln
- ☐ Moore Farm Rd
- ☐ Nims Rd
- ☐ No Name Rd
- ☐ Old Walpole Rd*
- ☐ Otter Brook Dam Rd
- ☐ Peg Shop Rd
- ☐ Pheasant Hill Rd
- ☐ Price Rd
- ☐ Red Oak Dr
- ☐ Roxbury Rd
- ☐ Stearns Rd
- ☐ Sullivan Center Rd
- ☐ Sullivan Rd
- ☐ Summit Rd*
- ☐ Thompson Rd
- ☐ Timberlane Dr
- ☐ Village Dr
- ☐ West Hill Rd
- ☐ Whitcombs Mill Rd
- ☐ Wildwood Rd
- ☐ Wyman Rd

**Street type changes along roadway segment.*


CITY OF KEENE COMPLETE STREETS
RURAL STREETS
Trailhead
Existing
Future
Rail Trail
City-Owned
State-Owned
Trails and Paths
Paved or Hardpacked
Dirt and/or Unimproved
Parks & Open Space
Complete Street Type
Rural Street
Gateway Street
Slow Street
Bicycle Street
Neighborhood Street
Neighborhood Village Activity Center*
* Neighborhood Village Activity Centers are defined in the 2010 City of Keene Comprehensive Master Plan
WESTMORELAND
SURRY
GILSUM
ROXBURY
MARLBOROUGH
SWANZEY
CHESTERFIELD
OLD WALPOLE
WYMAN
GUNN
SURRY
SUMMIT
CHESHIRE RAIL TRAIL
HURRICANE
ALDRICH
DICKINSON
TIMBERLANE
WASHINGTON
CONCORD
MOORE FARM
SIMS
STATE PARK
JORDAN
OTTER BROOK DAM
PEG SHOP
ROXBURY
MILL
FELT
WILDWOOD
STEARNS
WHITCOMBS MILL
WEST HILL
GRIMES
CHESTERFIELD
DANIELS HILL
LANGLEY
BASE HILL
ASHUELOT RAIL TRAIL
CHESHIRE RAIL TRAIL
CHAPMAN
THOMPSON
BRANCH
GRAVES
N
Miles
0
1

RURAL STREET ELEMENTS



RURAL STREET CONSIDERATIONS

ROADSIDE ZONE

Vegetation Maintenance

- ☐ Annual maintenance of roadside vegetation to improve visibility

Lighting

- ☐ Vehicular fixtures at intersections and 28' high
- ☐ Consider energy efficient lighting (e.g. LED, solar fixtures, etc.)

Signage

- ☐ Consider installing Share the Road signs per MUTCD requirements along routes frequently travelled by bicyclists

ROADWAY ZONE

Vehicle Travel Lanes

- ☐ 10' minimum; 12' maximum

Shoulder

- ☐ 2'-3' minimum, paved shoulder
- ☐ Clear of debris

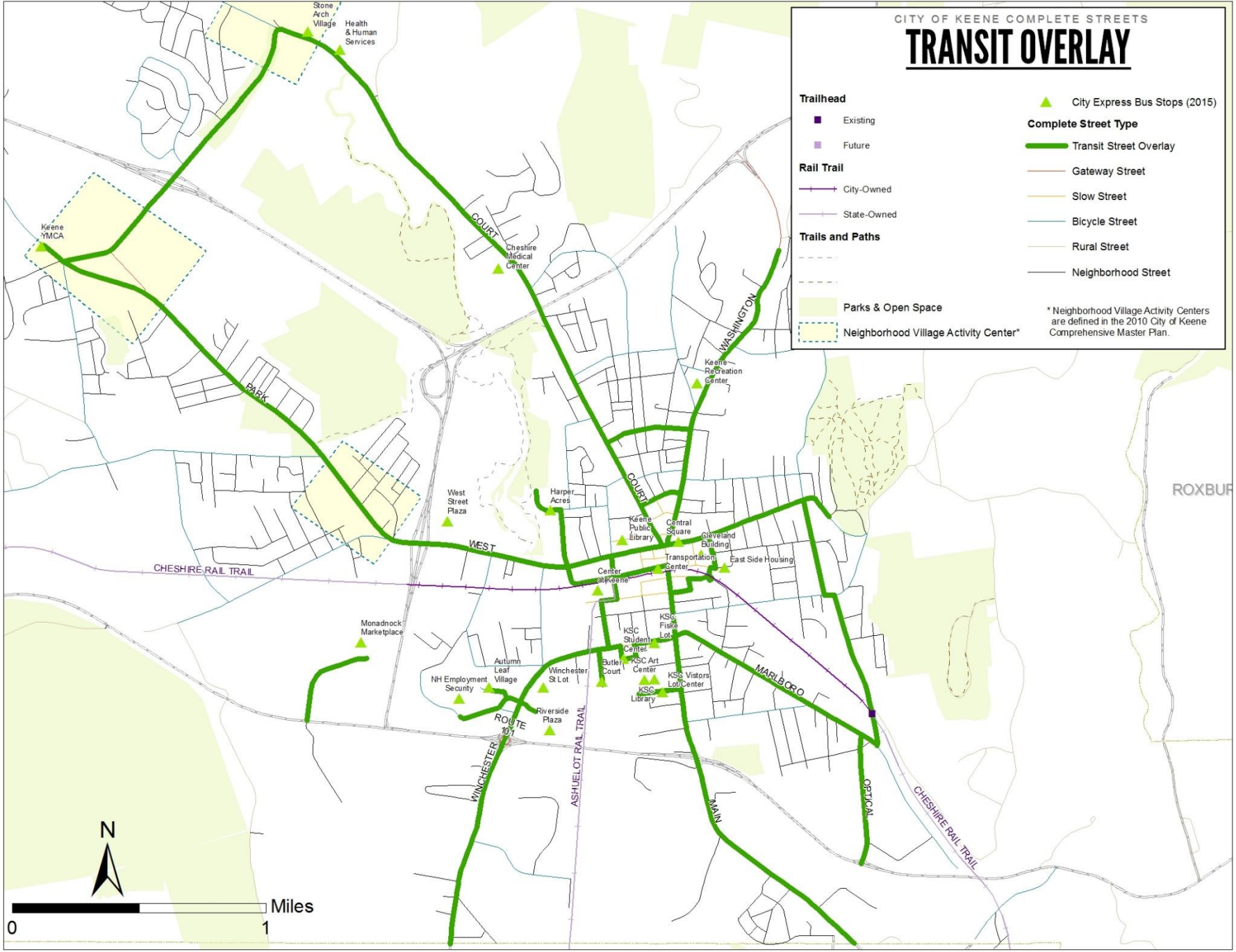
TRANSIT OVERLAY

In areas of the City that are either currently served by fixed-route public transportation services or where transit services would be ideally located in the future, special considerations should be made for accommodating transit vehicles and users. In 2015, the primary provider of fixed-route bus service in Keene is the City Express. The City Express' 2015 bus stop locations are located on the map on page 27. The recommendations outlined for Transit Streets on the following pages should be considered in addition to those associated with the underlying Complete Street type.

Keene City Express vehicle

Transportation Center on Gilbo Avenue

Covered Shelter with Bicycle Racks at Keene State College


CITY OF KEENE COMPLETE STREETS
TRANSIT OVERLAY
Trailhead
Existing
Future
Rail Trail
City-Owned
State-Owned
Trails and Paths
Parks & Open Space
Neighborhood Village Activity Center*
City Express Bus Stops (2015)
Complete Street Type
Transit Street Overlay
Gateway Street
Slow Street
Bicycle Street
Rural Street
Neighborhood Street
* Neighborhood Village Activity Centers are defined in the 2010 City of Keene Comprehensive Master Plan.
Stone Arch Village
Health & Human Services
Keene YMCA
Cheshire Medical Center
COURT
PARK
WASHINGTON
Keene Recreation Center
West Street Plaza
Harper Acres
Keene Public Library
Central Square
Cleveland Building
Transportation Center
East Side Housing
Center at Keene
WEST
CHESHIRE RAIL TRAIL
Monadnock Marketplace
KSC Student Center
KSC Fiske Lot
KSC Art Center
Butler Court
KSC Vistors Lot
KSC Library
Autumn Leaf Village
NH Employment Security
Winchester St Lot
Riverside Plaza
ROUTE 101
WINCHESTER
ASHUELOT RAIL TRAIL
MARLBORO
MAIN
OPTICAL
CHESHIRE RAIL TRAIL
ROXBUR
N
Miles
0
1

TRANSIT OVERLAY CONSIDERATIONS

ROADSIDE ZONE

Transit Stop Amenities

- ☐ Covered transit shelters at bus stops
- ☐ Covered Bicycle Racks
- ☐ Covered benches
- ☐ Pedestrian scale fixtures at transit stops. Consider energy efficient lighting (e.g. LED, solar fixtures, etc.)
- ☐ Pedestrian scale signs with bus route information

Note: Furniture or shelters should not obstruct 5' pedestrian walking area

Transit Stops

- ☐ Placed in front of crosswalks
- ☐ 100' - 140' curbside for streets
- ☐ Consider bus bulbs (6' X 35') for streets with higher traffic volume, high transit ridership, crowded sidewalks and/or inadequate space for transit stop amenities
- ☐ 100' – 140' bus turnouts for transit stops with longer dwell times

ROADWAY ZONE

Vehicle Travel Lanes

- ☐ 10' minimum; 12' maximum

Pedestrian Crossings

- ☐ Consider placing In areas near transit stops
- ☐ Special pavement treatment in high volume pedestrian areas (e.g. integral colored pavement, special pavers, high visibility paint, raised, etc.)
- ☐ 6-10' wide
- ☐ Longitudinal ladder markings per MUTCD requirements
- ☐ Comply with ADA for smoothness and visibility
- ☐ If speeds and volume warrant, consider signage

Parking

- ☐ Remove on-street parking at transit stop locations

ADDITIONAL RESOURCES

For additional information on Complete Streets, visit the following organizations' websites and web-based resources.

- National Complete Streets Coalition
  http://www.smartgrowthamerica.org/complete-streets

- Healthy Eating Active Living (HEAL) NH
  http://www.healnh.org/index.php/complete-streets-policies

- American Planning Association
  https://www.planning.org/research/streets/resources.htm

- American Association of Retired Persons (AARP)
  http://www.aarp.org/livable-communities/archives/info-2014/complete-streets.html

- U.S. Department of Transportation
  http://www.fhwa.dot.gov/environment/bicycle_pedestrian/guidance/design_guidance/design_nonmotor/highway/index.cfm#s3