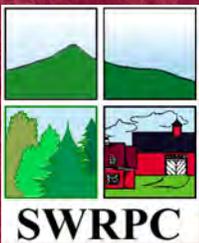


# PLAN FOR ASHUELOT RAIL TRAIL

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2020



Prepared by Southwest Region Planning Commission

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# Disclaimer

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Photos by Southwest Region Planning Commission

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- Over 550 individuals participated in the project's online survey, provided comments on the draft plan and shared feedback at various in-person meetings and events.
- A Project Advisory Committee (PAC), which provides guidance to SWRPC staff over the course of the project at in-person "working meetings." The PAC included members from a spectrum of stakeholder groups, including local government, state agencies, the business community, institutions of higher education, the public health sector, conservation organizations, and others.
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# Project Overview

Plan for Ashuelot Rail Trail is a planning effort aimed at addressing challenges and opportunities along the approximately 21.5-mile stretch of rail trail between Keene and Hinsdale, New Hampshire. The former rail line was opened in 1851 and abandoned in 1983. Following abandonment, the corridor was purchased by the State of New Hampshire through a 1994 funding round of the Federal Highway Administration's Transportation Enhancement Program<sup>1</sup>.

Although the New Hampshire Division of Parks and Recreation is the de facto managing entity of the Trail, there are a number of entities that have an interest or direct hand in the management of the Trail including other state agencies, local governments and volunteer groups. Taking into account the multiple users and interested parties, the Plan for Ashuelot Rail Trail is an effort to promote a collaborative approach to managing and improving the Trail over time. The Plan for Ashuelot Rail Trail documents a shared understanding of the condition of the Trail today as well as a common vision for how the Trail could reach its full potential in the future. With support from a wide spectrum of the Trail's stakeholders, goals, objectives and implementation strategies were developed to guide collaborative efforts over the next ten years.

Development of the Plan for Ashuelot Rail Trail included various tasks conducted between May of 2018 through December of 2019, outlined in detail on the following page (Table 1).

To learn more about the results of various activities not included in the body of the Plan, please consult Appendix A for the results of the Existing Conditions Assessment and Appendix B for the results of Public Outreach activities.

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<sup>1</sup> New Hampshire Department of Transportation, "New Hampshire State Trails Plan," May 20, 2005, <https://www.nh.gov/dot/programs/bikeped/documents/StateTrailsPlanFullReport.pdf>.

*Table 1 - Plan for Ashuelot Rail Trail Project Tasks and Approximate Schedule*

Task  Activity  Results Shared with PAC 

|  | 2018   |   |   |   |   |   |   |   |   |   |   |   | 2019  |   |   |   |   |   |   |   |  |  |  |  |   |  |   |  |   |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|--|--|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|--|--|--|--|---|--|---|--|---|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|
|  | M  | J | J   | A | S | O | N | D   | J | F | M | A | M   | J | J | A | S | O   | N | D |  |  |  |  |   |  |   |  |   |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| <b>Project Meetings &amp; Coordination</b> |    |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  |  |  |  |   |  |   |  |   |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Project Advisory Committee Meetings        |     |   |   |   |   |   |   |    |   |   |   |   |   |   |   |   |   |   |   |   |  |  |  |  |    |  |    |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| <b>Existing Conditions Assessment</b>      |    |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  |  |  |  |   |  |   |  |   |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Literature Review                          |     |   |    |   |   |   |   |    |   |   |   |   |    |   |   |   |   |    |   |   |  |  |  |  |   |  |   |  |   |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Base Mapping/Inventory                     |     |   |    |   |   |   |   |    |   |   |   |   |    |   |   |   |   |    |   |   |  |  |  |  |   |  |   |  |   |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Bicycle/Pedestrian Collisions              |     |   |    |   |   |   |   |    |   |   |   |   |    |   |   |   |   |    |   |   |  |  |  |  |   |  |   |  |   |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Bicycle/Pedestrian Counts                  |    |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  |  |  |  |   |  |   |  |   |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Condition Assessment                       |   |   |  |   |   |   |   |  |   |   |   |   |  |   |   |   |   |  |   |   |  |  |  |  |   |  |   |  |   |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Programs Analysis                          |   |   |  |   |   |   |   |  |   |   |   |   |  |   |   |   |   |  |   |   |  |  |  |  |   |  |   |  |   |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Economic Benefit Analysis                  |  |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  |  |  |  |  |  |  |  |   |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Policy Integration                         |   |   |  |   |   |   |   |  |   |   |   |   |  |   |   |   |   |  |   |   |  |  |  |  |   |  |   |  |   |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| <b>Public Outreach</b>                     |  |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  |  |  |  |   |  |   |  |   |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Online Resident Surveys                    |  |   |  |   |   |   |   |  |   |   |   |   |  |   |   |   |   |   |   |   |  |  |  |  |   |  |   |  |   |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Municipal Surveys                          |  |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  |  |  |  |  |  |  |  |   |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| User Group Surveys                         |  |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  |  |  |  |  |  |  |  |   |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Intercept Surveys                          |   |   |  |   |   |   |   |  |   |   |   |   |  |   |   |   |   |   |   |   |  |  |  |  |   |  |   |  |   |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Open House                                 |  |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  |  |  |  |  |  |  |  |   |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Website and Media                          |   |   |  |   |   |   |   |  |   |   |   |   |  |   |   |   |   |   |   |   |  |  |  |  |   |  |   |  |   |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| <b>Needs Analysis</b>                      |  |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  |  |  |  |   |  |   |  |   |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Vision, Goals, and Objectives              |  |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  |  |  |  |  |  |  |  |   |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Design Guidelines                          |  |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  |  |  |  |  |  |  |  |   |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Maintenance and Funding                    |  |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  |  |  |  |  |  |  |  |   |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Performance Measures                       |  |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  |  |  |  |  |  |  |  |   |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Implementation Plan                        |  |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  |  |  |  |  |  |  |  |   |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| <b>Plan Development</b>                    |  |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  |  |  |  |   |  |   |  |   |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Draft Plan                                 |  |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  |  |  |  |  |  |  |  |   |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Final Plan                                 |  |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |  |  |  |  |  |  |  |  |   |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |

# Vision, Goals and Objectives

A vision statement is a concise articulation of an ideal future. It establishes and communicates the target end state that guides planning activities. Informed by public engagement and data collection efforts undertaken for the Plan for Ashuelot Rail Trail project, the following vision statement was developed with the PAC. A total of six goals and twenty-seven objectives designed to move toward the realization of this vision are found below. Method of measuring progress towards these goals can be found in the section entitled “Performance Measures” on page 51.

## Vision for the Ashuelot Rail Trail

The Ashuelot Rail Trail will function as a **continuous transportation and recreation corridor** that is **well-maintained, scenic, convenient, easy to use, accessible, safe, and welcoming for all users**. Trail facilities will balance the needs and priorities of the trail’s many stakeholders, including state agencies, municipalities, landowners, user groups, businesses, and non-profit organizations, who will work **collaboratively** to maintain and develop the trail as a shared public asset. The Trail will be widely celebrated as a valuable resource that enhances the surrounding area’s **quality of life, ecology, history, and economic vitality**.

**Goal 1: Increase awareness of the trail, among both local residents and visitors.**

**Objective 1:** Develop and distribute promotional materials, including printed trail maps and brochures. Digital resources, such as a website, app, or social media presence, should also be considered.

**Objective 2:** Establish a consistent trail brand rooted in the history and unique characteristics of the surrounding communities and the State’s trail network. A trail brand could include elements such as a logo, standardized colors, graphics, and other

design features that could be used on signage, maps or other promotional materials.

- Objective 3: Design and implement a year-round wayfinding system standardized along the Trail's entire route. Such a system could use a combination of signs and maps, located both on the trail and at nearby points of interest, e.g. village centers.
- Objective 4: Design and install signage that advertises the Trail to motorists passing by trail crossings.
- Objective 5: Integrate the trail with community and school activities, events and curriculum.
- Objective 6: Coordinate mapping activities, updates, and promotion with relevant State partners, the private sector (such as Google Maps), and others.
- Objective 7: Take advantage of the State Board of Tourism's marketing program and other resources to promote the Trail.

**Goal 2: Increase use of the trail as an alternative for trips made by car.**

- Objective 1: Integrate the Trail with the surrounding roadway network, with a focus on improving connections between the Trail and key points of interest, like village centers, schools, and residential neighborhoods.
- Objective 2: Develop and maintain a trail surface easily traversed using a variety of transportation modes and by people of all ages and abilities.

**Goal 3: Expand opportunities for physical activity and outdoor experiences.**

Objective 1: Improve connections between the rail trail and nearby parks, trails (including the Fort Hill Branch and Cheshire Rail Trail) and natural areas.

Objective 2: Establish access points from the rail trail to the Ashuelot River.

Objective 3: Promote the Trail as part of both individual health, wellness as well as overall community health improvement initiatives.

Objective 4: Protect sensitive habitats and natural resources along the trail corridor.

**Goal 4: Enhance regional and local economies.**

Objective 1: Promote the Trail as a tourism destination.

Objective 2: Work with employers to promote the trail as an employee recruitment and retention benefit.

Objective 3: Work with relevant groups/organizations to organize and advertise on-trail events.

Objective 4: Promote context-sensitive land uses that complement the Trail. Nearby existing development, complementary land uses might include retail establishments, tourism-based industries, restaurants, or residential neighborhoods. In more rural areas, open space and agricultural land uses may be most appropriate.

- Goal 5: Create an on-trail experience that is accessible, safe and welcoming for all ages, abilities and user groups.**
- Objective 1: Enhance safety at trail/road crossings.
- Objective 2: Educate trail users regarding trail etiquette and regulations through posted signs and other outreach methods.
- Objective 3: Clearly delineate the public trail right-of-way from abutting privately-owned parcels.
- Objective 4: Identify areas where on-trail encroachment poses an issue and work with landowners to address encroachment of private property onto public land.
- Objective 5: Consider installation of lighting at trail crossings and other locations where appropriate.
- Objective 6: Maintain a clean trail environment through a trail adoption program, routine maintenance, trash/recycling receptacles, and by establishing user expectations.
- Objective 7: Ensure that trailheads offer parking areas that accommodate a variety of users and vehicles (including bicycles, vans, buses, trailers).
- Objective 8: Ensure safety of trail users through enforcement activities by local and State agencies.
- Objective 9: Address encroachments onto rail trail properties and other issues.

**Goal 6: Facilitate communication and collaboration among trail stakeholders.**

Objective 1: Establish an umbrella “friends of the trail” organization with members from a wide variety of stakeholder groups. Such an umbrella organization could function as an entity through which to coordinate trail maintenance, trail development projects, marketing, advocacy, fundraising, and more.

Objective 2: Strengthen the connections between snowmobile clubs and non-motorized wintertime users that benefit from winter maintenance.

# Implementation Plan

The planning process to develop Plan for Ashuelot Rail Trail included a wide variety of data gathering and public engagement activities, all of which provided useful information about the existing conditions of the Trail, how the Trail is used and managed today and how stakeholders would like to see the Trail improved in the future.

The purpose of the implementation plan is to translate the vision, goals and objectives into specific recommended projects on the ground. The implementation plan also seeks to incorporate stakeholder and PAC feedback about particular improvements that they would like to see made on the Trail or connecting roads and pathways.

Table 2, *Implementation Plan Matrix* (pp.15-30) provides a summary description of 71 individual projects along the Trail that were identified as part of this rail trail planning effort. The matrix is accompanied by a map book showing the location of potential projects that could be mapped.

Table 3, *Implementation Plan Project Categories* (pp. 31-32) identifies and describes project categories. Table 4, *Implementation Plan Field Names and Descriptions* (p. 33) identifies field names and other descriptive information to facilitate use of the map book.

Projects included in the implementation plan are currently listed without a priority ranking. Implementation of listed projects will require trail stakeholders to prioritize projects according to perceived need and available resources. Developing and undertaking a prioritization process, therefore, would be a beneficial next step towards plan implementation. Project prioritization could occur under the auspices of a friends of the trail group, with the whole trail taken under consideration. Particular trail-related groups could also prioritize projects within their geographic area of concern.

Implementation projects, regardless of the funding mechanism, will require coordination with trail owners and managers - New Hampshire Bureau of Trails, New Hampshire Department of Transportation and the City of Keene.

*Table 2 - Implementation Plan Matrix*

| <b>ID</b> | <b>Name</b>                                    | <b>Description</b>  | <b>Municipality</b> | <b>Category</b>                  | <b>Page</b> |
|-----------|--|---|---------------------|----------------------------------|-------------|
| 1         | Pocket park and amenities at Emerald Street    | South of Emerald Street, the City of Keene owns a small parcel adjacent the abandoned railroad corridor right-of-way. Located at the intersection of the Ashuelot Rail Trail and the Cheshire Rail Trail, the parcel represents an opportunity to develop a pocket park at the center of its rail trail network. Currently, a portion of the parcel is occupied by paved parking leased to an adjacent landowner.     | Keene               | Amenity construction/improvement | 1           |
| 2         | Informational Kiosk                            | The Cheshire Rail Trail and Ashuelot Rail Trail intersect at Emerald Street, west of Ralston Street. The intersection serves as the center point for the region's rail trail system. An informational kiosk with wayfinding information such as maps would help residents and visitors to navigate along both rail trails.  | Keene               | Wayfinding/signage               | 1           |
| 3         | Re-installation of Winchester Street RRFBs     | Rectangular rapid flashing beacons (RRFBs) were previously installed at the Winchester Street crossing were damaged during previous roadway work. The beacons are planned to be replaced sometime in 2019-2020.   | Keene               | Road Crossing                    | 1           |
| 4         | Swanzey Ashuelot-Cheshire Rail Trail Connector | Currently, both rail trails in Swanzey run north-south, with no off-highway route connecting the two. A proposed route along Marcy Hill Road (a class VI road) and across Keene Dillant-Hopkins Airport land has been under discussion for some time (depicted route is a gross approximation). If the route were constructed, it would establish an approximately 8-mile loop that runs through the center of Keene. | Swanzey             | Connecting roadway/path          | 3           |

| ID | Name   | Description  | Municipality | Category                             | Page |
|----|--|--|--------------|--------------------------------------|------|
| 5  | Paving from trestle bridge at Keene State College Campus south to South Bridge | The high-traffic segment from the trestle bridge over the Ashuelot River on the Keene State College campus to South Bridge over NH 101 is the only segment of the Ashuelot Rail Trail that has thus far been considered for paving.  | Keene        | Trail surface improvements           | 1    |
| 6  | Improved connection via Keene State College Athletic Complex                   | The driveway to and pathways within the Keene State College Athletic Complex provide a connection from the Ashuelot Rail Trail to Martell Court and NH 12. The connection could be strengthened by adding pedestrian and/or cyclist facilities (like shared lane markings, advisory shoulder or advisory signage) along the driveway.  | Keene        | Connecting roadway/path              | 1    |
| 7  | Trail mileage markers  | Trail mileage markers would help visually establish the Rail Trail's route, even where the trailbed/trail surface are in rustic condition. Mileage markers would also help first responders to locate any injured/distressed trail users that have called for emergency services. If mileage markers were placed every half mile, a total of 43 markers would be required to cover the entire trail. Frequency of mile marker could be modified to adjust for available funds and available volunteer labor. | All          | Wayfinding/signage                   | 1-16 |
| 8  | Historic railroad mile markers   | Locating and restoring railroad mile markers (often granite posts) would add to the trail's historic attributes.   | All          | Historic preservation/interpretation | N/A  |
| 9  | Restore stone box culverts   | Locating and restoring original stone box culverts would ensure adequate drainage and preserve historic features.  | All          | Historic preservation/interpretation | N/A  |

| ID | Name  | Description   | Municipality | Category                                  | Page |
|----|---|---|--------------|---|------|
| 10 | Wayfinding at Krif Road trailhead                   | Krif Road currently functions as an informal trailhead. Along with the driveway to the Keene State College Athletic Complex, it forms an intersection with the Ashuelot Rail Trail. An informational kiosk could provide trail users a way to navigate to key points of interest to the north, near downtown Keene, to the west, along NH 10, to the east, along NH 12, or south, along the Rail Trail. The area is also the junction between the State's Corridor Trail System (4) and Primary Trail System (400).                                     | Keene        | Wayfinding/signage                        | 1    |
| 11 | Parking at Krif Road trailhead                      | An informal parking area is located at the Krif Road trailhead in the remnant of a former cul de sac. Although there currently isn't space within the public right-of-way to pave additional parking, the width of the roadway could accommodate on-street parking if restriped accordingly. The area is also the junction between the State's Corridor Trail System (4) and Primary Trail System (400). Partnering with the adjacent landowners (including Eversource) may result in a larger parking area that could accommodate snowmobile trailers. | Keene        | Parking facility construction/improvement | 1    |
| 12 | Improved bicycle/pedestrian facilities on Krif Road | Krif Road is approximately 40 feet wide, offering ample space to improve pedestrian and cyclist facilities within the public right-of-way. With pedestrian/cyclist improvements planned for NH 10, Krif Road is well positioned to function as a critical link to that busy commercial corridor. At minimum, striped shoulders could be widened. Bicycle lanes and curbed sidewalks would further strengthen the connection.  | Keene        | Connecting roadway/path                   | 1    |

| ID | Name   | Description  | Municipality | Category           | Page |
|----|--|--|--------------|--------------------|------|
| 13 | Trail signage at Krif Road/NH 10 Intersection              | Wayfinding signage at the Krif Road/NH 10 Intersection would help motorists navigate to the informal trailhead to the east on Krif Road.   | Keene        | Wayfinding/signage | 1    |
| 14 | Wayfinding signage at Riley Conservation Area              | Riley Conservation Area hosts one of the best parking facilities with direct access to the Ashuelot Rail Trail. From the driveway on Matthews Road, however, it is not apparent that the Trail is accessible from the area. New signage on Matthews Road near the driveway would improve Trail wayfinding and visibility.  | Swanzy       | Wayfinding/signage | 1-2  |
| 15 | Improved crossing at Matthews Road (northernmost location) | Matthews Road weaves back and forth across the Ashuelot Rail Trail, intersecting three times over the course of about a half-mile. Intersections occur at sharp angles, with poor sightlines as drivers approach the crossing. Pedestrian warning signs are present in advance of all three intersections, but additional steps could improve safety (such as lighting, high-visibility crosswalk markings, raised crosswalk, and rectangular rapid flashing beacons). | Swanzy       | Road Crossing      | 2    |
| 16 | Improved crossing at Matthews Road (middle location)       | Matthews Road weaves back and forth across the Ashuelot Rail Trail, intersecting three times over the course of about a half-mile. Intersections occur at sharp angles, with poor sightlines as drivers approach the crossing. Pedestrian warning signs are present in advance of all three intersections, but additional steps could improve safety (such as lighting, high-visibility crosswalk markings, raised crosswalk, and rectangular rapid flashing beacons). | Swanzy       | Road Crossing      | 2-3  |

| ID | Name  | Description   | Municipality | Category           | Page |
|----|---|---|--------------|--------------------|------|
| 17 | Improved crossing at Matthews Road (southernmost location)    | Matthews Road weaves back and forth across the Ashuelot Rail Trail, intersecting three times over the course of about a half-mile. Intersections occur at sharp angles, with poor sightlines as drivers approach the crossing. Pedestrian warning signs are present in advance of all three intersections, but additional steps could improve safety (such as lighting, high-visibility crosswalk markings, raised crosswalk, and rectangular rapid flashing beacons).  | Swanzy       | Road Crossing      | 3    |
| 18 | Wayfinding signage/kiosk at Sawyers Crossing Road parking lot | The public parking lot on Sawyers Crossing Road is located within close proximity (250 feet) to the Ashuelot Rail Trail, but the trail crossing is not clearly visible from the lot. Wayfinding signage or a kiosk would raise Trail awareness and clearly direct visitors how to find the trail. The lot should also be signed to alert motorists that the parking lot serves as a trailhead to the Ashuelot Rail Trail.   | Swanzy       | Wayfinding/signage | 3    |
| 19 | Wayfinding signage/kiosk at Sawyers Crossing Road             | The Sawyers Crossing Road trail crossing is located within 600 feet of Cresson Bridge, one of the Town's historic covered bridges. Trail users can turn onto Sawyer's Crossing Road and travel a 12-mile loop that visits each of the covered bridges. An existing map is installed in the parking lot off of Sawyers Crossing Road, but neither the trail crossing nor the covered bridge are visible from the trail crossing. Installation of wayfinding signage at the trail crossing could raise awareness of the nearby covered bridge and the covered bridge recreational loop. | Swanzy       | Wayfinding/signage | 3    |

| ID | Name   | Description  | Municipality | Category                             | Page |
|----|--|--|--------------|--------------------------------------|------|
| 20 | Sawyers Crossing Road - Safety Improvements  | The Sawyers Crossing Road is a relatively busy trail crossing (averaging almost 3,700 vehicles per day) that currently lacks any safety measures. Trail warning signs and lights are among possible measures that should be considered.  | Swanzey      | Road Crossing                        | 3    |
| 21 | Interpretive sign re: tell-tale              | An artifact from the railroad era predating the advent of pneumatic brakes, a “tell-tale” still stands next to and above the rail trail. Tell-tales were constructed to warn brakemen, who had to engage mechanical brakes from atop each train car, that obstacles lay ahead.   | Swanzey      | Historic preservation/interpretation | 3    |
| 22 | Trail surface improvement north of Eaton Rd. | This approximately 750-foot trail segment is targeted for improvement through the Town of Swanzey’s successful 2018 Transportation Alternatives Program grant application. The trailbed is currently sandy and subject to severe erosion. Planned improvements include stabilization of the trailbed and upgrading the trail surface to a 10-foot wide layer of stone dust.  | Swanzey      | Trail surface improvements           | 4    |
| 23 | Wayfinding at Eaton Road/Railroad Street     | The trail intersection at Eaton Road/Railroad Street is a critical trail junction, where trail users can turn and travel towards the village of West Swanzey, where civic institutions, businesses and a park is located. The Ashuelot River Campground is also located nearby. Currently, however, there is no signage that alerts trail users to nearby points of interest, except for an undescriptive road sign that indicates the nearby presence of a campground. Improved wayfinding at this intersection could help the village of West Swanzey leverage the trail as an economic development asset. | Swanzey      | Wayfinding/signage                   | 4    |

| ID | Name   | Description   | Municipality | Category                                  | Page |
|----|--|---|--------------|---|------|
| 24 | Railroad Street Bicycle and Pedestrian Improvments                       | Currently, there's an approximately 440 foot gap between the Ashuelot Rail Trail and existing sidewalk on Railroad Street. Installation of pedestrian facilities along this gap - either sidewalk or a painted advisory shoulder - would connect the Rail Trail with the sidewalk network that runs throughout the village of West Swanzey. | Swanzey      | Connecting roadway/path                   | 4    |
| 25 | Parking on Railroad Street   | A paved, unused lot could be converted into trailhead parking. Access to the lot is currently blocked by a cordon of stones. The existing lot is approximately 7,500 square feet. The property owner is Eversource.   | Swanzey      | Parking facility construction/improvement | 4    |
| 26 | Trail surface improvments, Holbrook Ave to Holbrook Ave                  | This 7,357-foot (1.39-mile) trail segment is also targeted for improvements through the Town of Swanzey's successful 2018 Transportation Alternatives Program proposal. The trailbed will be stabilized and the trail surface upgraded to stone dust.   | Swanzey      | Trail surface improvements                | 5-6  |
| 27 | Trail surface improvements, Holbrook Ave to Swanzey-Winchester Town Line | This 5,495-foot (1.04-mile) trail segment is targeted for improvements through the Town's 2018 Transportation Alternatives Program proposal. The trailbed will be stabilized and the trail surface upgraded to packed stone dust.   | Swanzey      | Trail surface improvements                | 6-7  |

| ID | Name  | Description   | Municipality | Category                   | Page |
|----|---|---|--------------|----------------------------|------|
| 28 | Trailbed/trail surface improvements, Swanzey/Winchester town line to Elm Street | The approximately 5.25-mile section of trail from the Swanzey-Winchester town line to Elm Street in downtown Winchester includes some of the Rail Trail's roughest terrain. The existing trail surface is unimproved and is predominately composed of a mixture of dirt, gravel and sand. Portions of the trail are overgrown with vegetation. If trailbed stability were improved and the trail surface were upgraded to packed stone dust in a fashion similar to that of improved trail segments in Swanzey, connectivity along the entire Rail Trail corridor would be greatly enhanced.  | Winchester   | Trail surface improvements | 6-10 |
| 29 | Wayfinding at Westport Village Road parking lot                                 | The existing parking lot on Westport Village Road has potential to serve as a trailhead parking facility. The trail, however, is located just out of sight. Wayfinding signage or maps could help inform trail users how/where to access the trail.   | Winchester   | Wayfinding/signage         | 6-7  |
| 30 | Connecting path from NH 10 trail crossing to Westport Village Road.             | The trail crossing at NH 10 is located within 500 feet of an existing parking lot and river access point on Westport Village Road. An informal path shows evidence of trail user traffic between the trail and the parking lot. An officially established pathway with a dirt or stone dust surface would enhance the connection between the trail and the parking lot. It would also grant trail users access to the Ashuelot River. Currently, river access points along the trail are somewhat limited. The proposed pathway would need not cross any privately owned parcels, either remaining in the public right of way or crossing a small NHDOT-owned parcel on the SE corner of NH 10 and Westport Village Road. | Winchester   | Connecting roadway/path    | 6-7  |

| ID | Name   | Description  | Municipality | Category              | Page |
|----|--|--|--------------|-----------------------|------|
| 31 | Trail parking sign at NH10 and Westport Village Road | An existing parking lot on Westport Village Road has the potential to serve as a parking facility for trail users. Many motorists, however, especially tourists, may not be aware of the trail's presence. Parking and trail signs on NH 10, both north and south of Westport Village Road, would enhance trail visibility.  | Winchester   | Wayfinding/signage    | 6-7  |
| 32 | NH 10 Crossing                                       | The crossing at NH 10 represents a major barrier to trail users. High speed traffic (50 MPH posted speed limit) poses a serious safety concern. The trail crossing warrants an assessment of potential safety improvements. At minimum, trail warning signs could alert motorists to the presence of a trail crossing. High-visibility crosswalk markings, lighting and rectangular rapid flashing beacons are other measures to consider. | Winchester   | Road Crossing         | 7    |
| 33 | Safety measures at Monadnock Speedway driveway       | The Ashuelot Rail Trail crosses the driveway of the Monadnock Speedway, which can attract large volumes of spectators during events. The driveway should be evaluated for potential safety improvements.   | Winchester   | Road Crossing         | 7    |
| 34 | Repairs to railroad bridge over Ashuelot River       | Bridge decking and railings require maintenance/replacement.   | Winchester   | Bridge improvements   | 8    |
| 35 | Culvert installation                                 | Erosion currently undermines trailbed integrity. A culvert or other drainage measure should be considered for installation.  | Winchester   | Drainage improvements | 9    |
| 36 | Culvert replacement                                  | A collapsed culvert currently causes slumping in the trailbed. The culvert should be evaluated for an appropriate replacement  | Winchester   | Drainage improvements | 10   |

| ID | Name  | Description   | Municipality | Category                     | Page |
|----|---|---|--------------|------------------------------|------|
| 37 | Drainage improvements                                   | An especially-soggy 100-200 foot trail segment may benefit from improved drainage ditches. Any trailbed work should include consideration of viable drainage improvements.  | Winchester   | Drainage improvements        | 10   |
| 38 | Culvert improvement                                     | A culvert constructed out of a 6-8" diameter PVC pipe is currently protruding about 4" above the trail surface. The culvert should be considered for improvement or replacement in conjunction with any planned trailbed/trail surface improvements.  | Winchester   | Drainage improvements        | 10   |
| 39 | Bridge improvement and trail access point               | The former A. C. Lawrence Tannery property is adjacent to the rail trail and the Ashuelot River and was connected to NH 10 via a highway bridge that is currently closed. The crossing represents an opportunity to provide additional access to the trail as well as a short loop close to downtown. The property is a notable historic asset.                                     | Winchester   | Connecting roadway/path      | 10   |
| 40 | Improve bicycle and pedestrian facilities on Elm Street | Elm Street provides a critical connection from the Ashuelot Rail Trail to downtown Winchester. Currently, an asphalt sidewalk runs along the south side of Elm Street, but a small gap exists where no sidewalk is present. Bicycle facilities are absent from the trail. A bike lane or sharrows could enhance bicycle connectivity between the trail and downtown establishments. | Winchester   | Connecting roadway/path      | 10   |
| 41 | Gate repair north of Elm Street                         | The gate north of Elm Street has been compromised, allowing ATVs to circumvent it. The installation of extra posts/bollards could help improve gate effectiveness.  | Winchester   | Enforcement-related projects | 10   |

| <b>ID</b> | <b>Name</b>  | <b>Description</b>  | <b>Municipality</b> | <b>Category</b>            | <b>Page</b> |
|-----------|--|---|---------------------|----------------------------|-------------|
| 42        | Wayfinding at Elm Street   | The trail crossing at Elm Street is a critical trail junction, located within 700 feet of Winchester's downtown village. Currently, no signage exists indicating to trail users that business are located nearby. Installation of wayfinding signage could help encourage trail users to patronize downtown businesses. | Winchester          | Wayfinding/signage         | 10          |
| 43        | Trailbed/trail surface improvements, Elm St. to Winchester/Hinsdale TL | The trail bed and surface on the 4.75-mile segment from Elm Street in downtown Winchester to the Winchester/Hinsdale town line are predominately unimproved and should be evaluated for potential reconstruction and surface improvements with packed stone dust.   | Winchester          | Trail surface improvements | 10-14       |
| 44        | Safety improvement at NH 119 Road Crossing                             | This high speed, unmarked road crossing at NH 119 should be evaluated for potential safety improvements, including trail warning signs.   | Winchester          | Road Crossing              | 10-11       |
| 45        | Railroad bridge over Ashuelot River, Ashuelot village                  | Bridge decking and railings require maintenance/replacement.  | Winchester          | Bridge improvements        | 11          |
| 46        | Drainage ditching  | This especially wet segment of trail may warrant drainage ditch work.   | Winchester          | Drainage improvements      | 11          |
| 47        | Removal/replacement of informal boardwalk                              | An informal wooden boardwalk constructed out of saplings currently detracts from trail surface quality. The boardwalk should be considered for removal in conjunction with drainage ditching.   | Winchester          | Drainage improvements      | 11          |
| 48        | Culvert improvement or enhancement                                     | A culvert constructed out of a combination of black plastic pipe and galvanized metal is currently exposed above the trail surface. The culvert should be considered for replacement.   | Winchester          | Drainage improvements      | 11          |
| 49        | Improved drainage ditches  | An especially wet segment of trail should be considered for drainage ditch work   | Winchester          | Drainage improvements      | 11          |

| ID | Name   | Description   | Municipality | Category                             | Page  |
|----|--|---|--------------|--------------------------------------|-------|
| 50 | Historic marker at Ashuelot Village covered bridge and former depot                      | The Ashuelot Village covered bridge and the former train depot are both distinctive historic landmarks that contribute to the unique character of the village. Trail users have clear sightlines to both landmarks.   | Winchester   | Historic preservation/interpretation | 12    |
| 51 | Improve connection between Recycle Way and Pisgah State Park                             | A Pisgah State Park trailhead/parking lot is located within walking distance (1/3 mile) of the Rail Trail intersection with Recycle Way. The connecting segment of NH 119, however, has narrow shoulders and lacks bicyclist/pedestrian facilities.                             | Winchester   | Connecting roadway/path              | 13    |
| 52 | Culvert enhancements   | A culvert constructed out of metal pipe is currently exposed approx. 4-6" above the trail surface. Consideration should be given whether to reinstall the culvert below grade or raise the trailbed to cover the culvert.   | Winchester   | Drainage improvements                | 12    |
| 53 | Culvert enhancements   | A culvert constructed out of black plastic drainage pipe is currently exposed above the trail surface. Consideration should be given whether to reinstall the culvert at a lower level or to raise the trail surface so that the culvert lies below grade.                      | Winchester   | Drainage improvements                | 12    |
| 54 | Drainage ditching  | Waterlogged trail conditions call for consideration of drainage ditch work  | Winchester   | Drainage improvements                | 12    |
| 55 | Assessment and cleanup at the former Ashuelot Paper Co. Property                         | Derelict trailside structures create an environment that likely feels uninviting and unsafe to many trail users. Environmental contaminants are likely present onsite. The property should be considered for future EPA Brownfields assessment and cleanup work.                | Winchester   | Redevelopment opportunity            | 13    |
| 56 | Trailbed/trail surface improvements, Winchester/Hinsdale TL to Dole Junction Parking Lot | The 3.6-mile segment of the rail trail that runs through Hinsdale is predominately unimproved and in many places waterlogged. If the trailbed was reconstructed and the trail surface improved with packed stone dust, the trail would be accessible to a wider array of users. | Hinsdale     | Trail surface improvements           | 13-16 |

| ID | Name  | Description   | Municipality | Category                  | Page  |
|----|---|---|--------------|---------------------------|-------|
| 57 | Culvert replacement   | A culvert constructed out of black plastic drainage pipe currently sits approx. 4" above the trail surface. The top of the pipe is in a state of deterioration. The culvert should be considered for replacement. Any replacement culvert should be sunk completely below grade.  | Winchester   | Drainage improvements     | 12    |
| 58 | Assessment and cleanup at the former American Tissue Mills property | A derelict trailside mill structure detracts from the otherwise scenic quality of the trail and creates an environment that many trail users would likely consider unsafe. The property should be considered for EPA Brownfields assessment and cleanup work.   | Winchester   | Redevelopment opportunity | 13-14 |
| 59 | Depot Street Bicycle/Pedestrian Improvements                        | Depot Street forms a critical link between the Ashuelot Rail Trail and downtown Hinsdale. Currently, a sidewalk is present on one side of the street from NH 119/Main Street running south to Glen Street. An approximately 500-foot gap, however, still exists where no sidewalk is present. No cycling facilities are present along the entire road segment. Improved pedestrian and bicyclist infrastructure could improve safety for trail users walking/cycling from the downtown village and would encourage trail use by individuals of a variety of ages and abilities. | Hinsdale     | Connecting roadway/path   | 14-15 |
| 60 | Trail warning signs at Depot Street                                 | No trail warning signs are currently present on Depot Street, either north or south of the intersection with the Ashuelot Rail Trail. Trail warning signs would help improve trail crossing safety and, if combined with a sign displaying the trail name, would function as a device for increasing trail awareness.   | Hinsdale     | Road Crossing             | 14-15 |

| ID | Name   | Description   | Municipality | Category                             | Page  |
|----|--|---|--------------|--------------------------------------|-------|
| 61 | Wayfinding at Depot Street   | For westbound users, it is unclear whether or where the trail continues beyond Depot Street. The trail section that continues on to Dole Junction can be accessed via a driveway to a private home (the renovated historic Hinsdale Depot), but it is unknown whether the driveway is located in the public right-of-way. If members of the public are in fact permitted to use the driveway to access the trail, then wayfinding signage or trail markers are warranted. | Hinsdale     | Wayfinding/signage                   | 14-15 |
| 62 | Historic marker at Hinsdale Depot  | The historic Hinsdale Depot, today renovated as a private home, is a unique trailside relic that testifies to the trail's history as a railroad corridor. A historic marker or interpretive sign would help educate trail users about the trail's history.  | Hinsdale     | Historic preservation/interpretation | 14    |
| 63 | Gate installation Tower Hill Road crossing   | Currently, no gates are present north or south of Tower Hill Road, allowing unauthorized ATVs to access the trail. Gate installation using plan-recommended design guidelines should be considered.   | Hinsdale     | Enforcement-related projects         | 14-15 |
| 64 | NH 63 Crossing at Citgo Station  | A Citgo station used as a refueling station by snowmobilers is located in close proximity to the Rail Trail, across NH 63, which can be accessed from the trail via a segment of a private driveway with the rail trail corridor and the public right-of-way. The crossing is a candidate location for a trail warning sign to alert motorists to the presence of a crossing.   | Hinsdale     | Road Crossing                        | 15    |
| 65 | Increased surveillance and enforcement of unauthorized access at southernmost gate | Unauthorized ATV and trail bike use is a known issue along multiple segments of the rail trail. Installation of a trail camera could enable trail advocates to monitor and report ATV and trail bike traffic on the trail.  | Hinsdale     | Enforcement-related projects         | 15    |

| ID | Name   | Description   | Municipality | Category                     | Page  |
|----|--|---|--------------|------------------------------|-------|
| 66 | NH 63 Crossing at Dole Junction parking lot                              | The entrance to the Dole Junction parking lot is offset by about 150' from a trailhead across NH 63, forcing users to access the trail via narrow roadway shoulders. The crossing warrants evaluation for potential safety improvements, including, but not limited to widened shoulders or providing trail access directly across the parking lot entrance. Trail warning signs should also be considered both north and south of the crossing.  | Hinsdale     | Road Crossing                | 16    |
| 67 | Improved signage at Dole Junction trailhead parking lot                  | Current signage for parking lot is not visible to approaching motorists. Currently oriented parallel to the roadway. Replace/supplement with two signs - one visible to northbound and one visible to southbound motorists.   | Hinsdale     | Wayfinding/signage           | 16    |
| 68 | Trail planning and clearing, Dole Junction Parking Lot to Ashuelot River | State-owned abandoned railroad corridor continues to run south of the Dole Junction parking lot, but the 1.2-mile trail segment is overgrown and obstructed to the point of being unusable. The section should be assessed for potential rehabilitation.  | Hinsdale     | Trail surface improvements   | 16-17 |
| 69 | Connecticut River crossing   | Abutments and piers to a former railroad bridge can be found north of the Hinsdale/Northfield, MA line. The crossing presents an opportunity to connect a series of bridges over the Connecticut River.   | Hinsdale     | Bridge improvements          | 17    |
| 70 | Retrofit gates to discourage ATV use                                     | Most road crossings along the Ashuelot Rail Trail have gates intended to limit access by motorized vehicles. A stile is located next to each gate, intended to grant access to the Trail when the gate is closed. These stiles, created by placing a post about 5-6 feet to the side of the gate, are often so wide that they do not prevent ATVs from accessing the trail. Stiles could be narrowed to discourage ATV use while still allowing permitted users to freely access the trail. | All          | Enforcement-related projects | N/A   |

| <b>ID</b> | <b>Name</b>                       | <b>Description</b>   | <b>Municipality</b> | <b>Category</b>                  | <b>Page</b> |
|-----------|-----------------------------------|--|---------------------|----------------------------------|-------------|
| 71        | Installation of camping platforms | The installation of elevated camping platforms within the trail corridor or on adjacent parcels has the potential to create an attractive family camping experience. | All                 | Amenity construction/improvement | N/A         |

*Table 3 - Implementation Plan Project Categories*

| Project Category              | Description  |
|-------------------------------|--|
| Amenities                     | Trail amenities include things that make using the trail easier and more enjoyable to a variety of users. Examples of trail amenities include benches, water fountains, bathrooms, or camping facilities.  |
| Bridges                       | Bridge-related projects could involve the renovation or replacement of existing trail bridges.   |
| Connecting roadways and paths | Awareness and use of the trail hinges not only on the quality of the trail itself, but also on how easily trail users are able to access common origins and destinations to/from the trail.  |
| Environmental conservation    | Projects related to environmental conservation could entail the enhancement or preservation of natural resources within the trail corridor (especially along developed segments), installation of interpretive signage, preservation of on-trail or trailside wildlife habitat, or other activities.       |
| Coordination                  | Projects that enhance trail-related coordination seek to improve communication among different trail stakeholders.   |
| Drainage                      | Drainage-related projects could include the repair or replacement of culverts, clearing drainage ditches, or other water diversion projects.   |
| Enforcement                   | Enforcement-related projects aim to foster a trail environment that feels safe to all permitted users and to minimize the amount of unauthorized trail traffic. Examples of enforcement-related projects could include activities such as the installation of trail cameras or gate repairs/modifications. |

| Project Category        | Description   |
|-------------------------|---|
| Historic preservation   | Projects related to historic preservation could include activities such as the installation of interpretive signage or other measures to highlight the unique history of the trail and trailside communities.   |
| Parking                 | Parking related projects could include the creation or modification of parking facilities in order to better accommodate vehicles and trailers for permitted users.   |
| Programming             | Projects related to programming could include specific on-trail events/programs or the development of mechanisms that make it easier for individuals or groups to organize on-trail events/programs.  |
| Promotion/marketing     | Promotion or marketing related to projects include those that raise general awareness of the trail.   |
| Trailbed/trail surface  | Trailbed and trail surface projects are those that aim to improve the physical condition of the trail.  |
| Restoration/development | The on-trail experience depends not only on the quality of the trail itself, but also on the characteristics of the surrounding environment. Restoration projects could include cleanup or remediation of contaminated trailside projects. Development projects might include new development of housing, commercial space, or other built assets at key trail locations. |
| Wayfinding and signage  | Wayfinding and signage projects improve the navigation along the trail and to/from nearby origins and destinations. Signage projects may also aim to communicate other information to trail users, such as standards of trail etiquette.  |

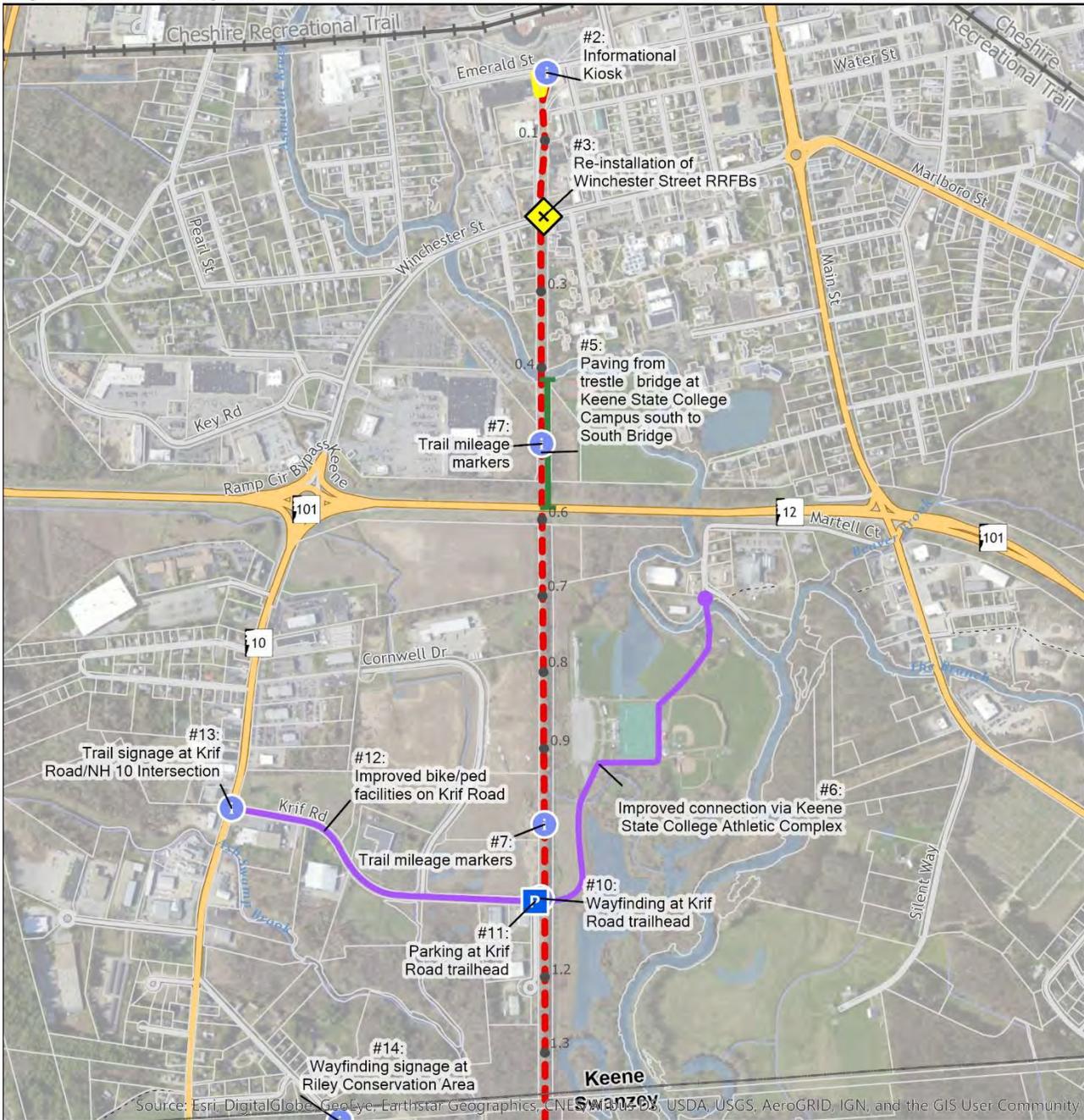
In addition to a project category, an array of information accompanies each project. Data fields for implementation plan projects are listed and described in Table 4, below.

*Table 4 - Implementation Plan Field Names and Descriptions*

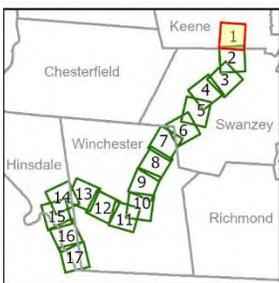
| <b>Field Name</b> | <b>Description</b>   |
|-------------------|--|
| ID                | A unique project identification number. Project ID numbers are based on project location, running in ascending order from the Trail's northern terminus in Keene to its southern terminus in Hinsdale. |
| Name              | A brief descriptive project name   |
| Description       | A more in depth project description that summarizes project need and potential improvements  |
| Municipality      | The municipality in which the proposed project is located. Some projects may be applicable to all trailside municipalities.  |
| Category          | The project category (see Table 3, above, for a list of categories)  |
| Page              | The map booklet page(s) on which the project appears.  |

Some important information is not included in the fields listed above. For example, project priority, timing and estimated costs are absent, falling outside the scope of this current effort. These factors, however, should be considered during the implementation process. Accordingly, project prioritization, project scheduling and cost estimation are included as projects within the implementation plan.

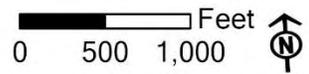
**Plan for Ashuelot Rail Trail  
Implementation Map Book**



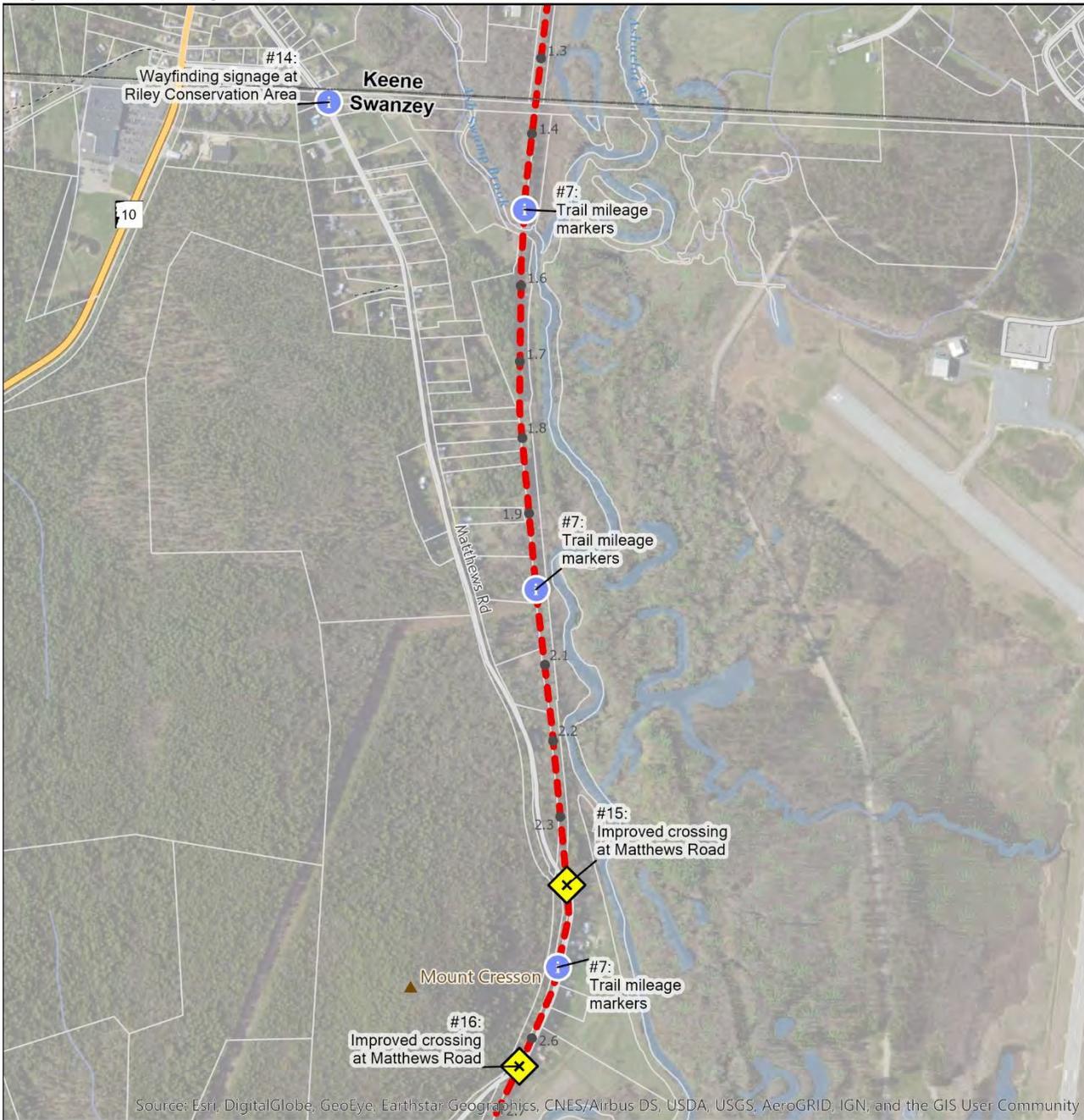
Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community



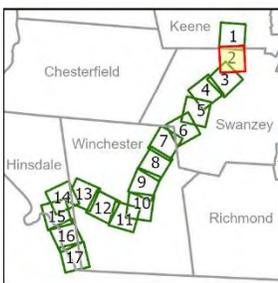
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|--|---|--|----------------------------|--|---------------------|
|  | Bridge improvements                       |  | Connecting roadway/path    |  | Ashuelot Rail Trail |
|  | Drainage improvements                     |  | Drainage improvements      |  | Other Rail Trails   |
|  | Enforcement-related projects              |  | Trail surface improvements |  | Mile Markers        |
|  | Historic preservation/interpretation      |  | Trailside development      |  | Tax Parcels         |
|  | Parking facility construction/improvement |  |                            |  |                     |
|  | Road Crossing                             |  |                            |  |                     |
|  | Wayfinding/signage                        |  |                            |  |                     |



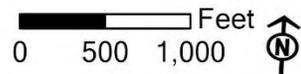
**Plan for Ashuelot Rail Trail  
Implementation Map Book**

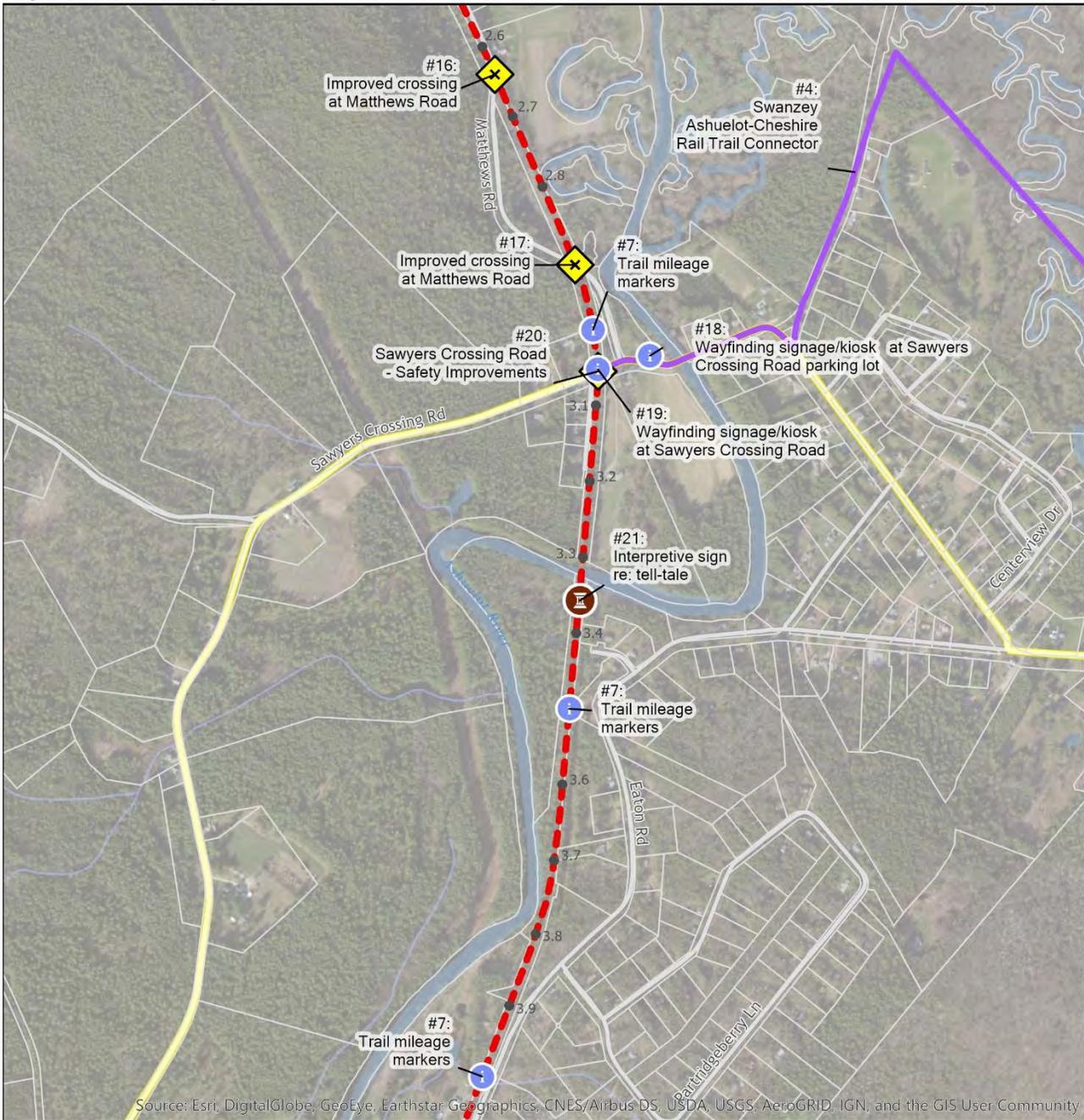


Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community

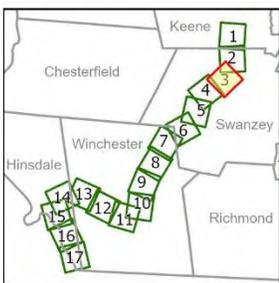


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|---|----------------------------|---------------------|
| Bridge improvements                       | Connecting roadway/path    | Ashuelot Rail Trail |
| Drainage improvements                     | Drainage improvements      | Other Rail Trails   |
| Enforcement-related projects              | Trail surface improvements | Mile Markers        |
| Historic preservation/interpretation      | Trilside development       | Tax Parcels         |
| Parking facility construction/improvement |                            |                     |
| Road Crossing                             |                            |                     |
| Wayfinding/signage                        |                            |                     |

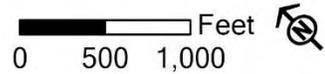


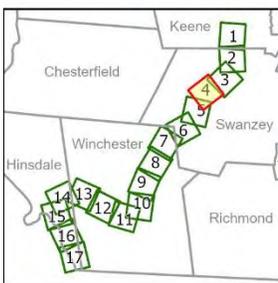
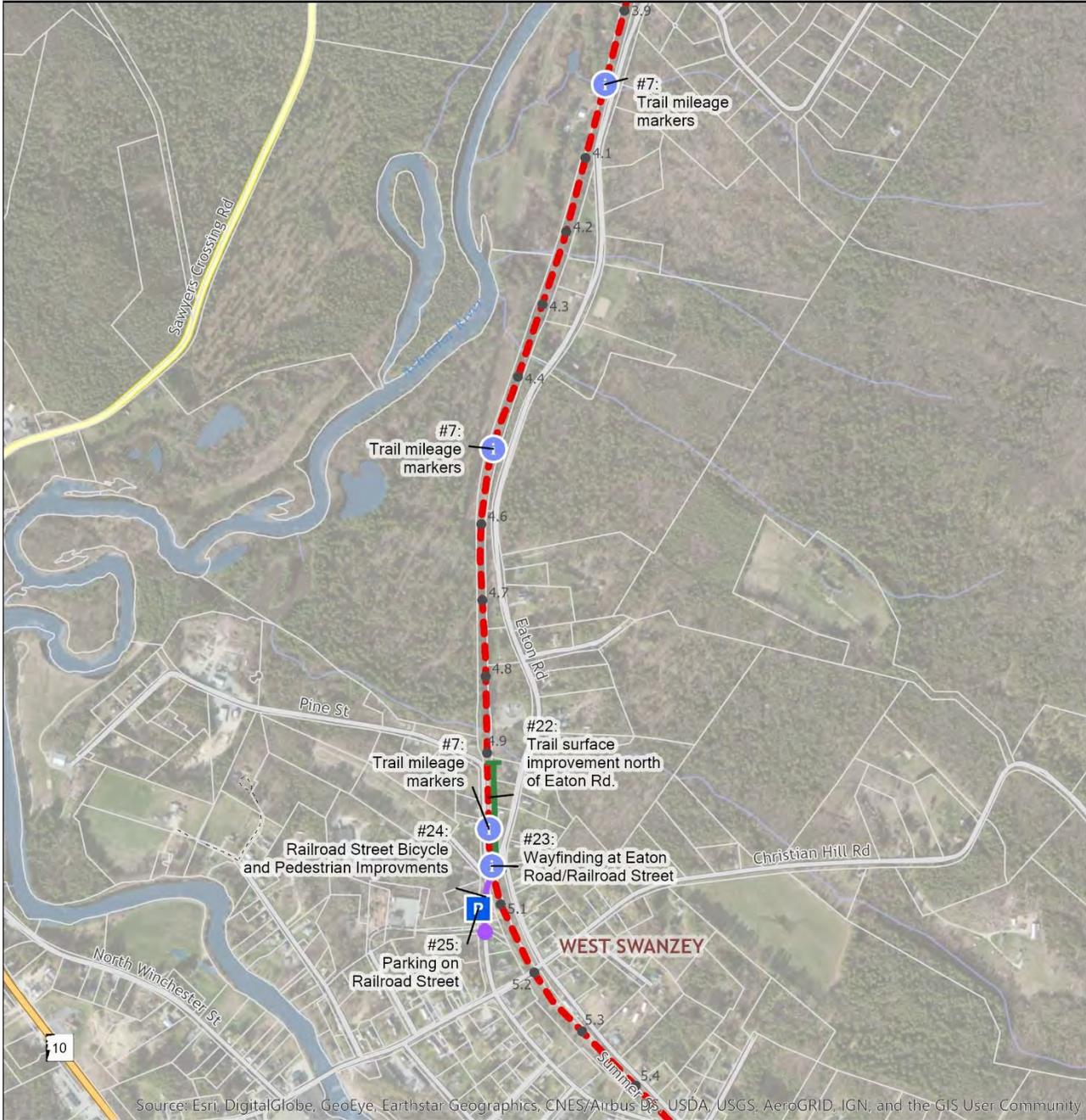


Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community

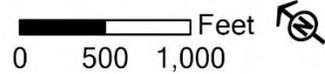


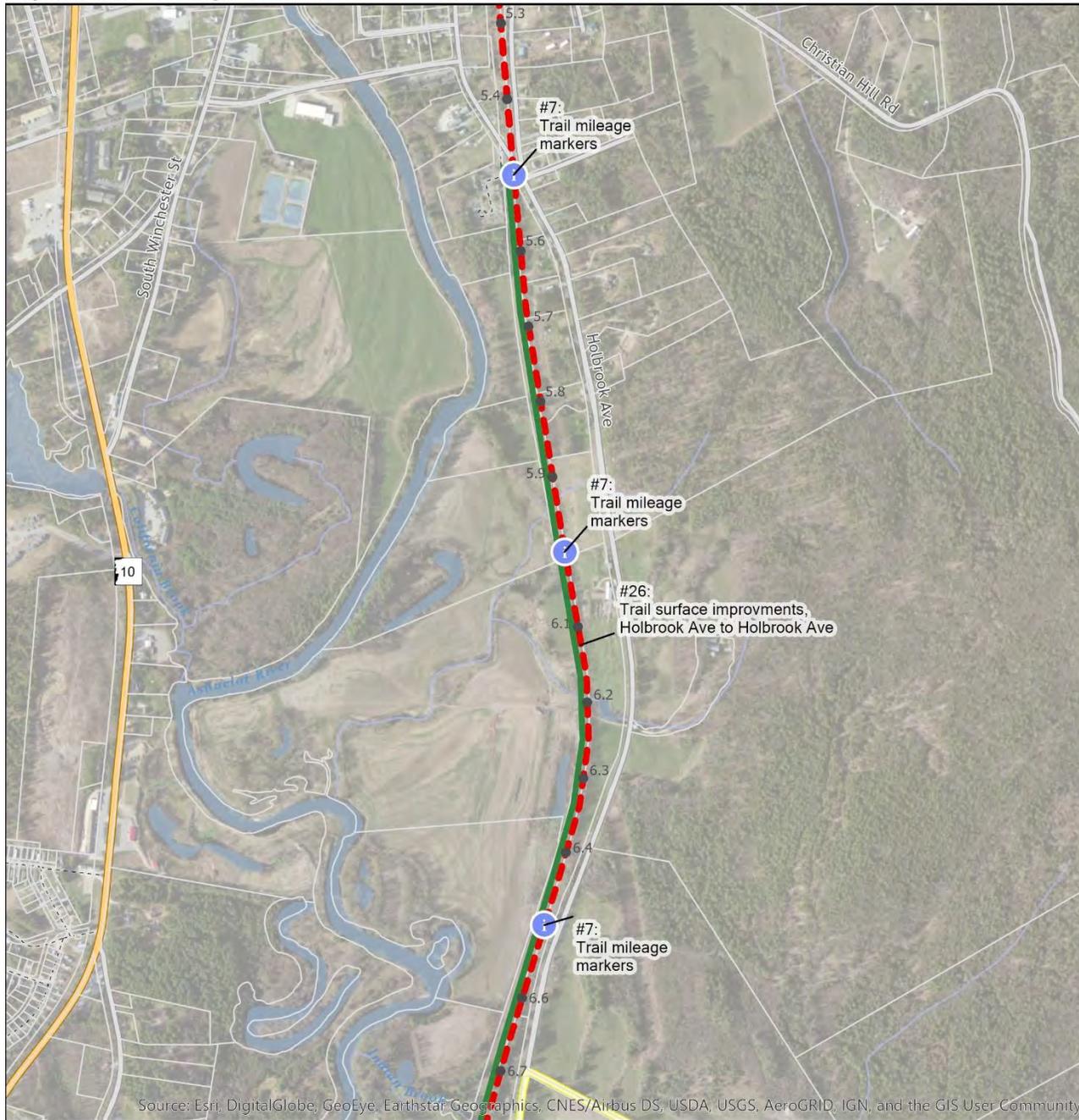
- Bridge improvements
- Drainage improvements
- Enforcement-related projects
- Historic preservation/interpretation
- Parking facility construction/improvement
- Road Crossing
- Wayfinding/signage
- Connecting roadway/path
- Drainage improvements
- Trail surface improvements
- Trailside development
- Ashuelot Rail Trail
- Other Rail Trails
- Mile Markers
- Tax Parcels



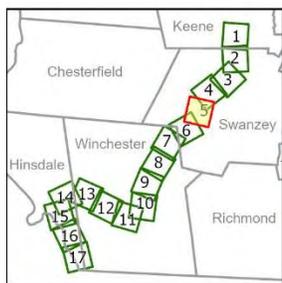


- Bridge improvements
- Drainage improvements
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- Historic preservation/interpretation
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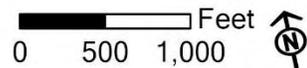


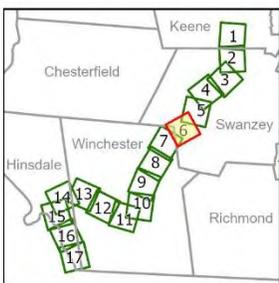
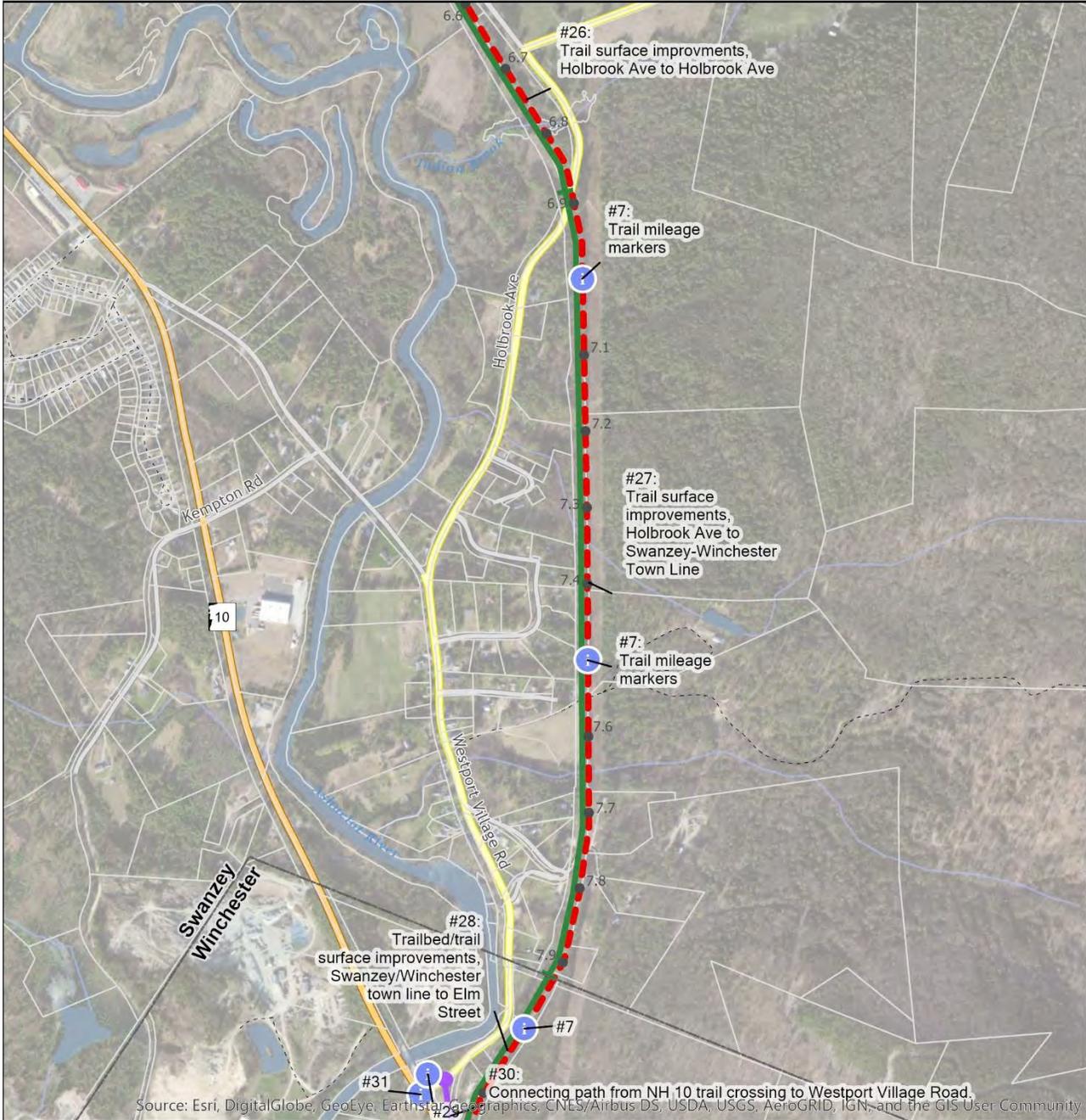


Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community

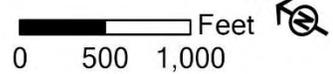


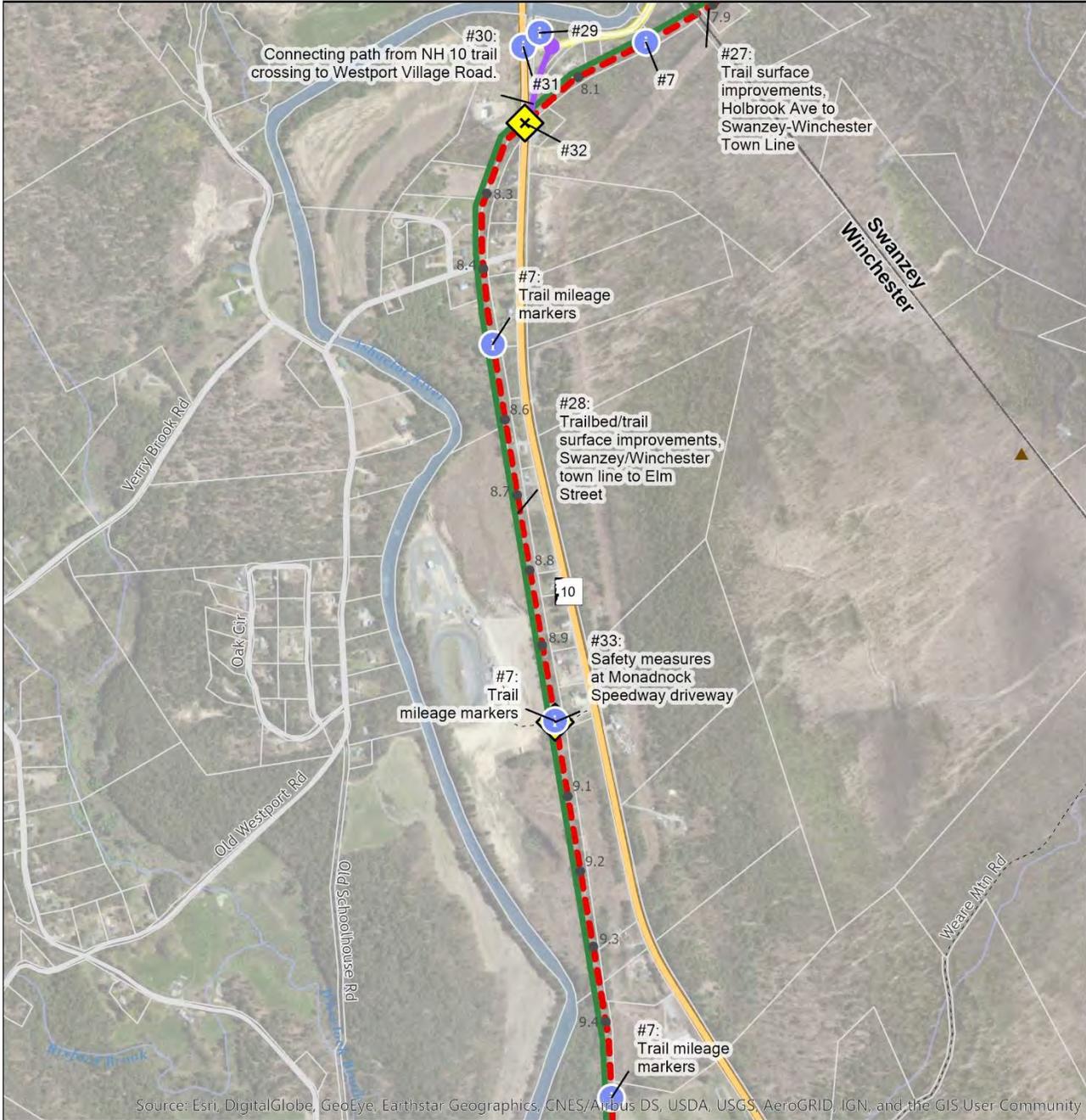
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|  | Enforcement-related projects              |  | Trail surface improvements |  | Mile Markers        |
|  | Historic preservation/interpretation      |  | Trailside development      |  | Tax Parcels         |
|  | Parking facility construction/improvement |  |                            |  |                     |
|  | Road Crossing                             |  |                            |  |                     |
|  | Wayfinding/signage                        |  |                            |  |                     |



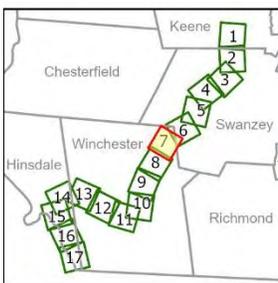


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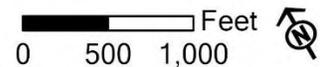




Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community



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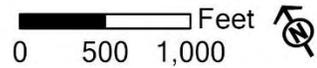


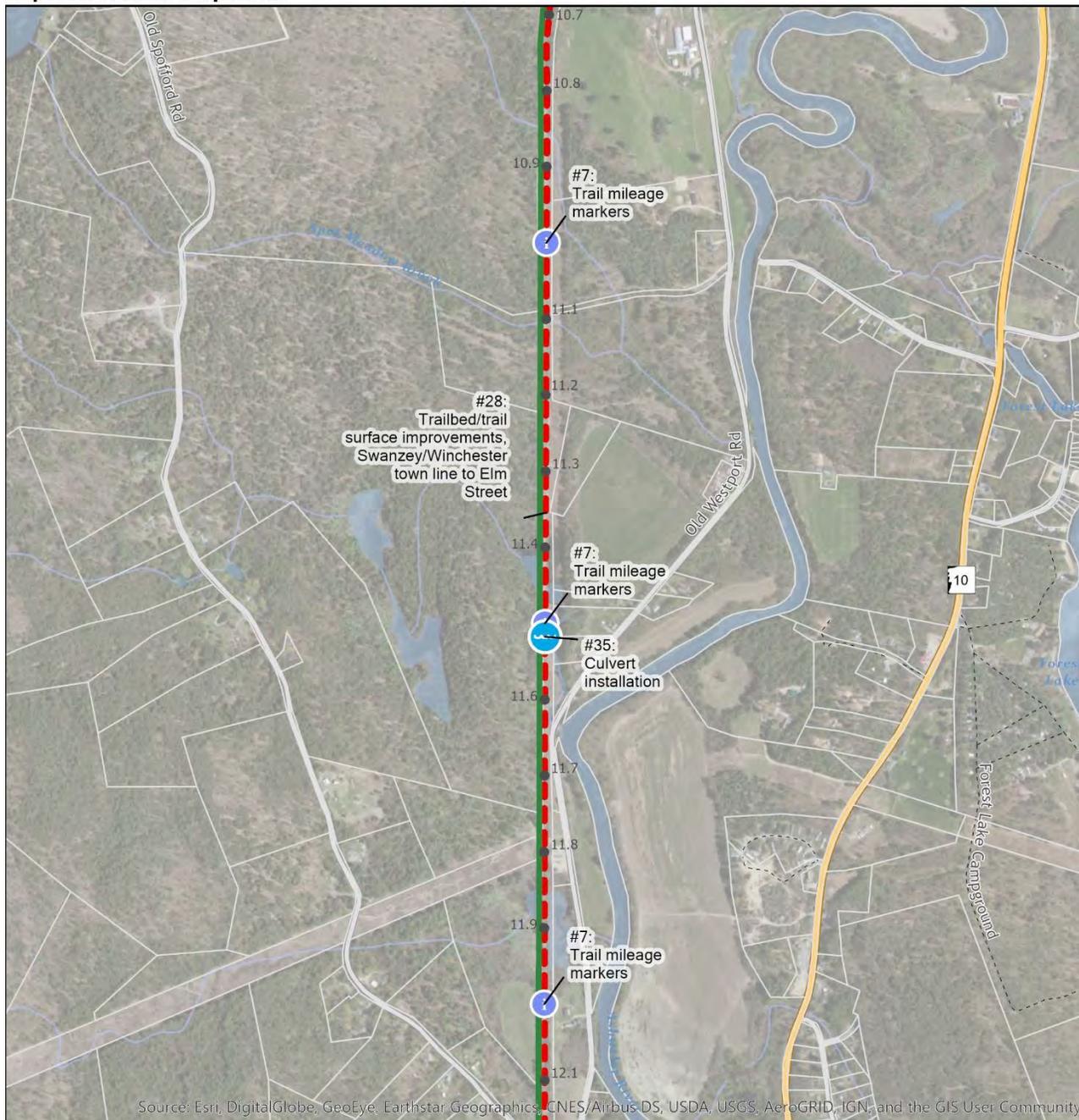


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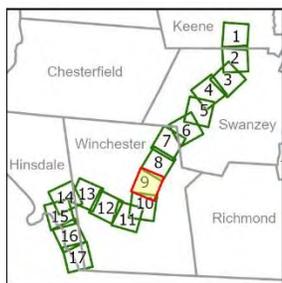


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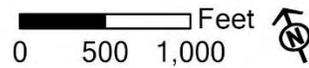


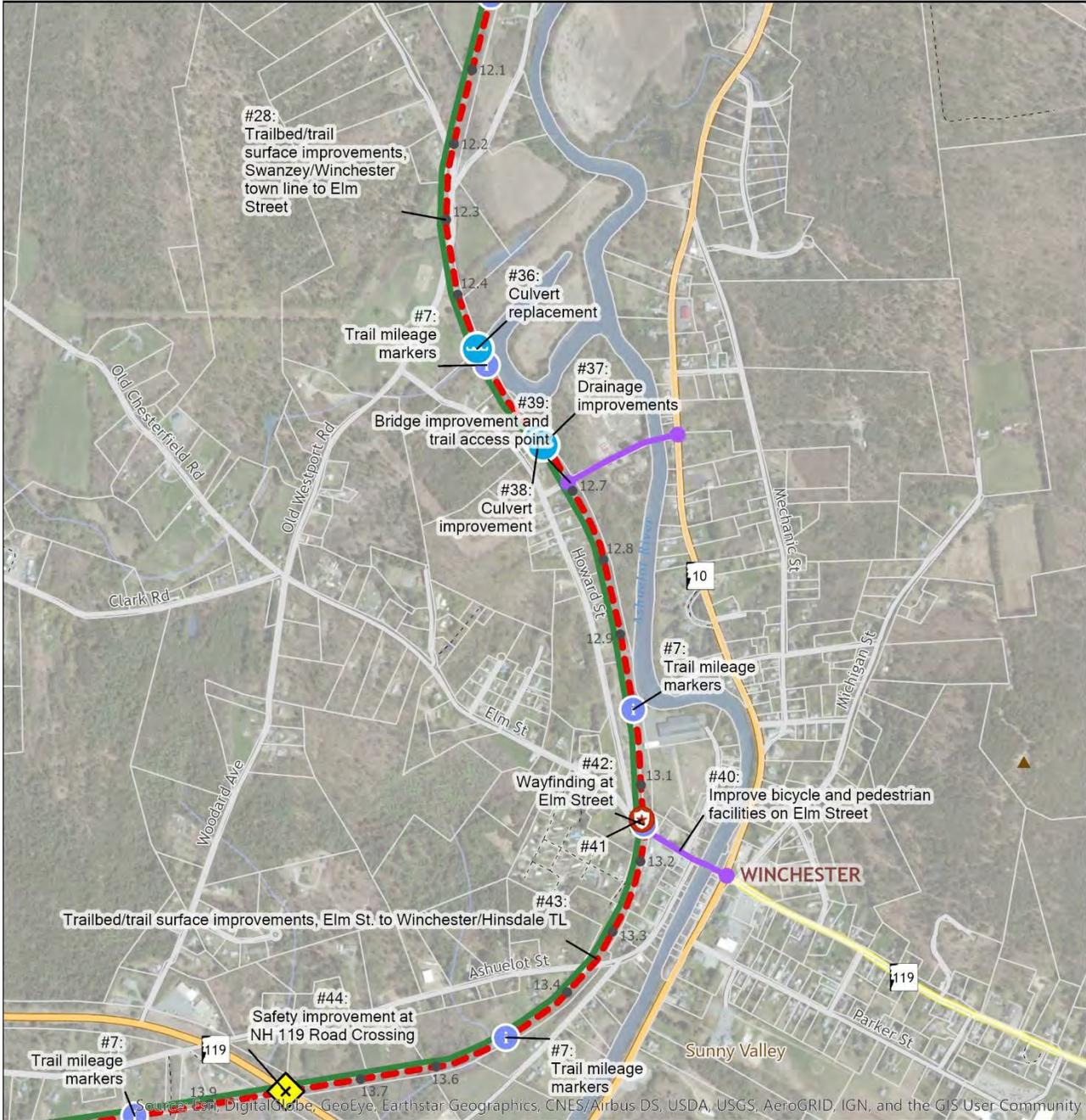


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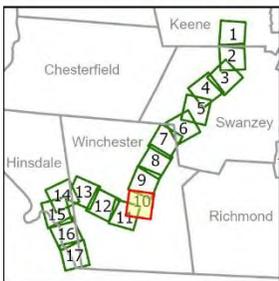


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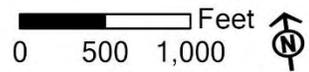


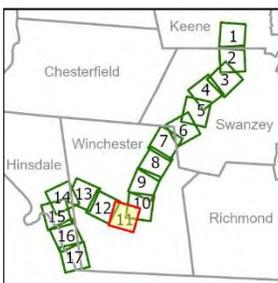
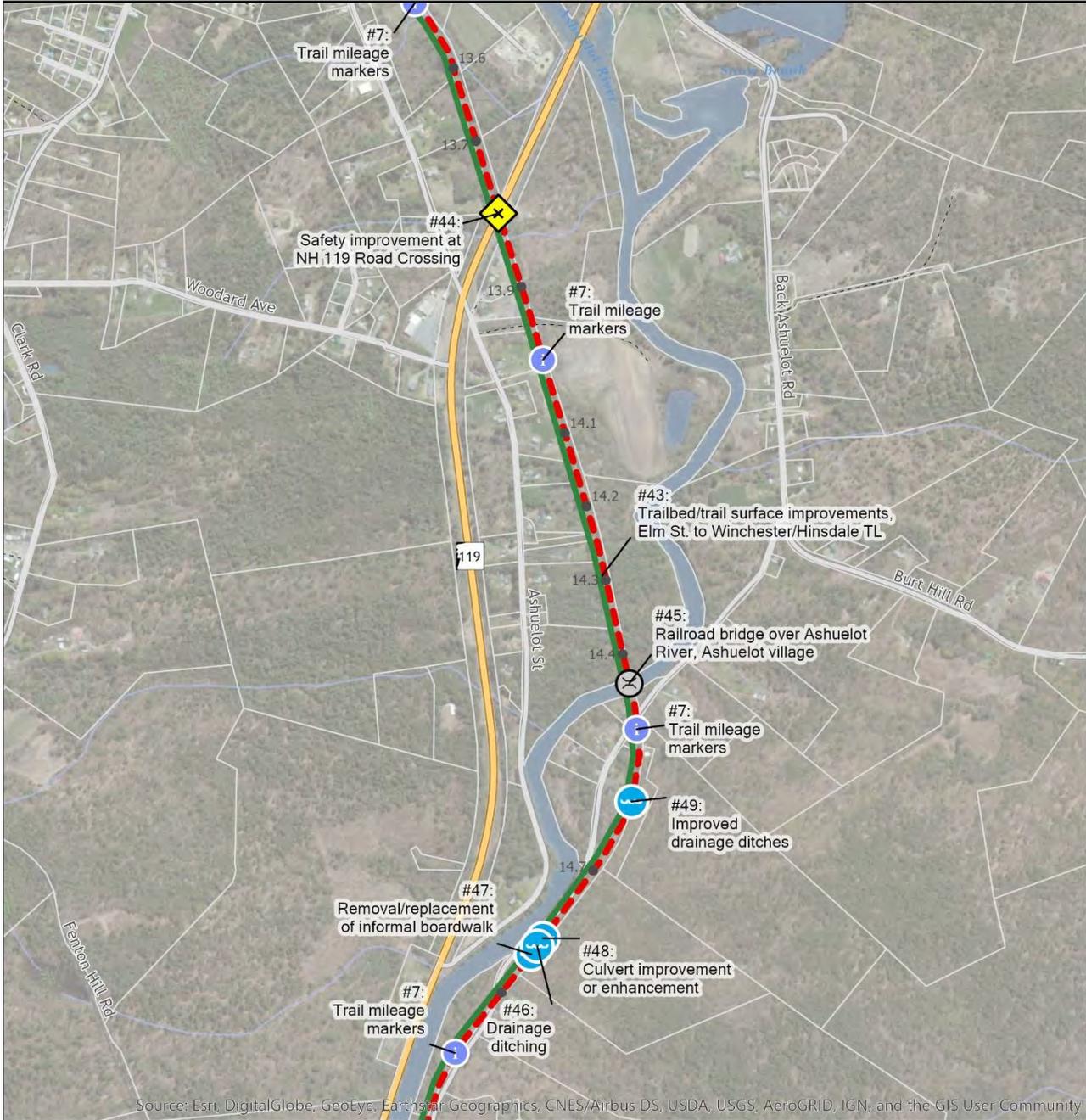


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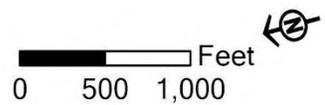


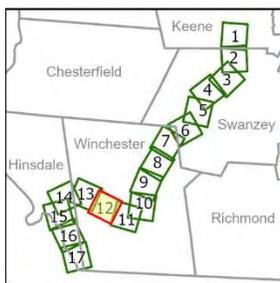
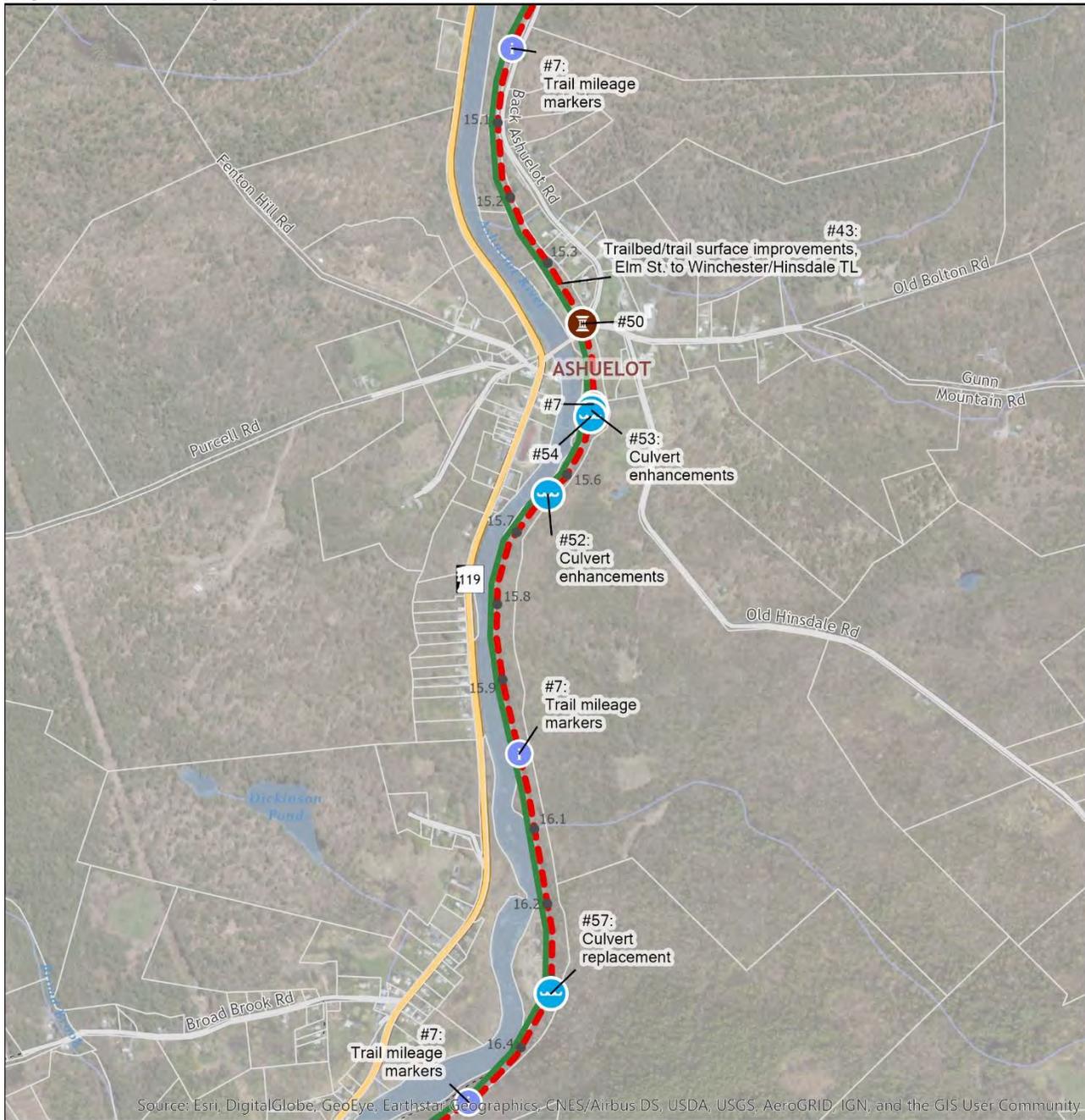
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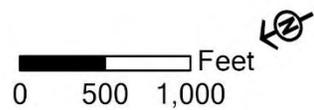


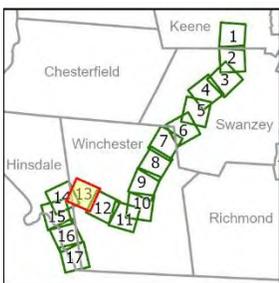
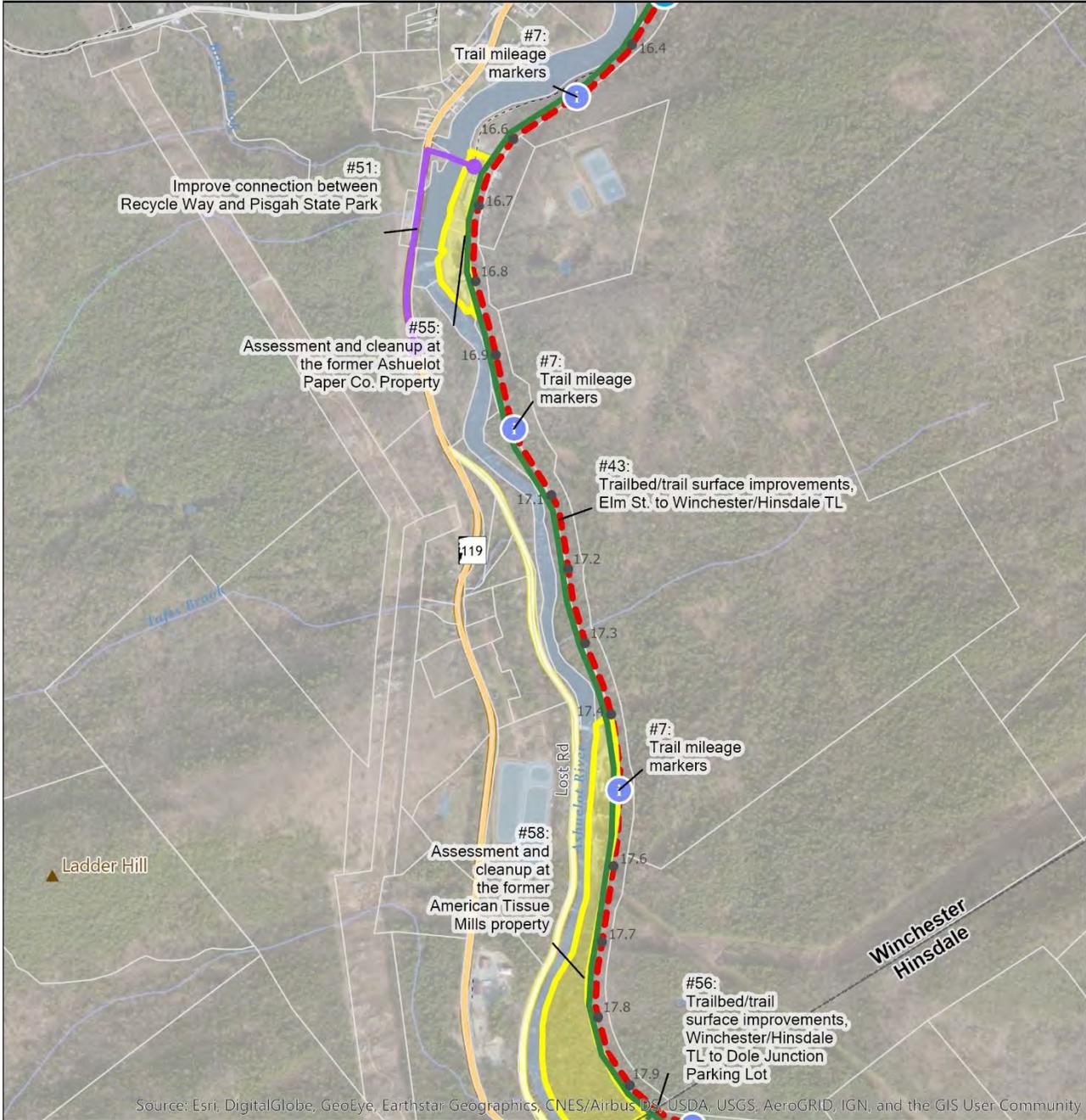
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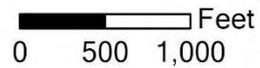


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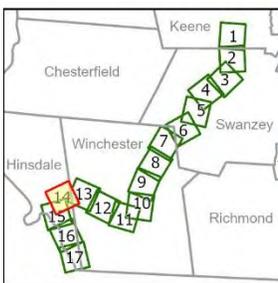


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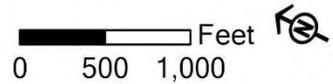




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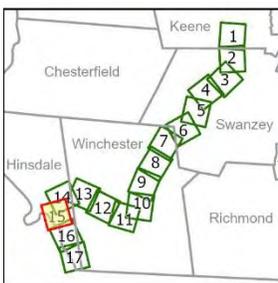


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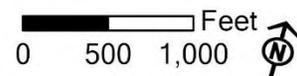


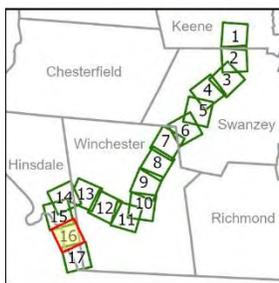
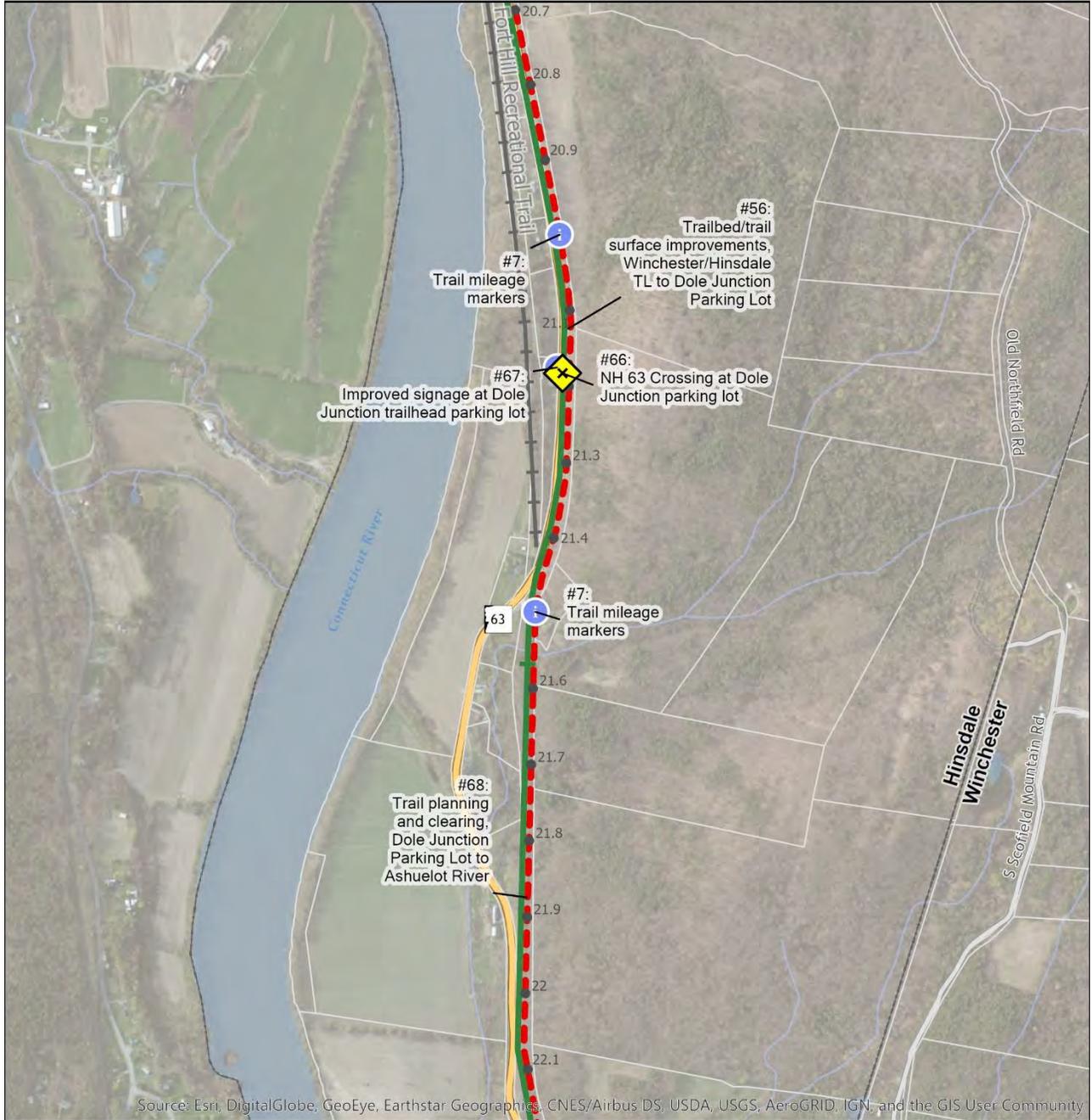


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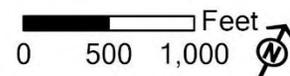


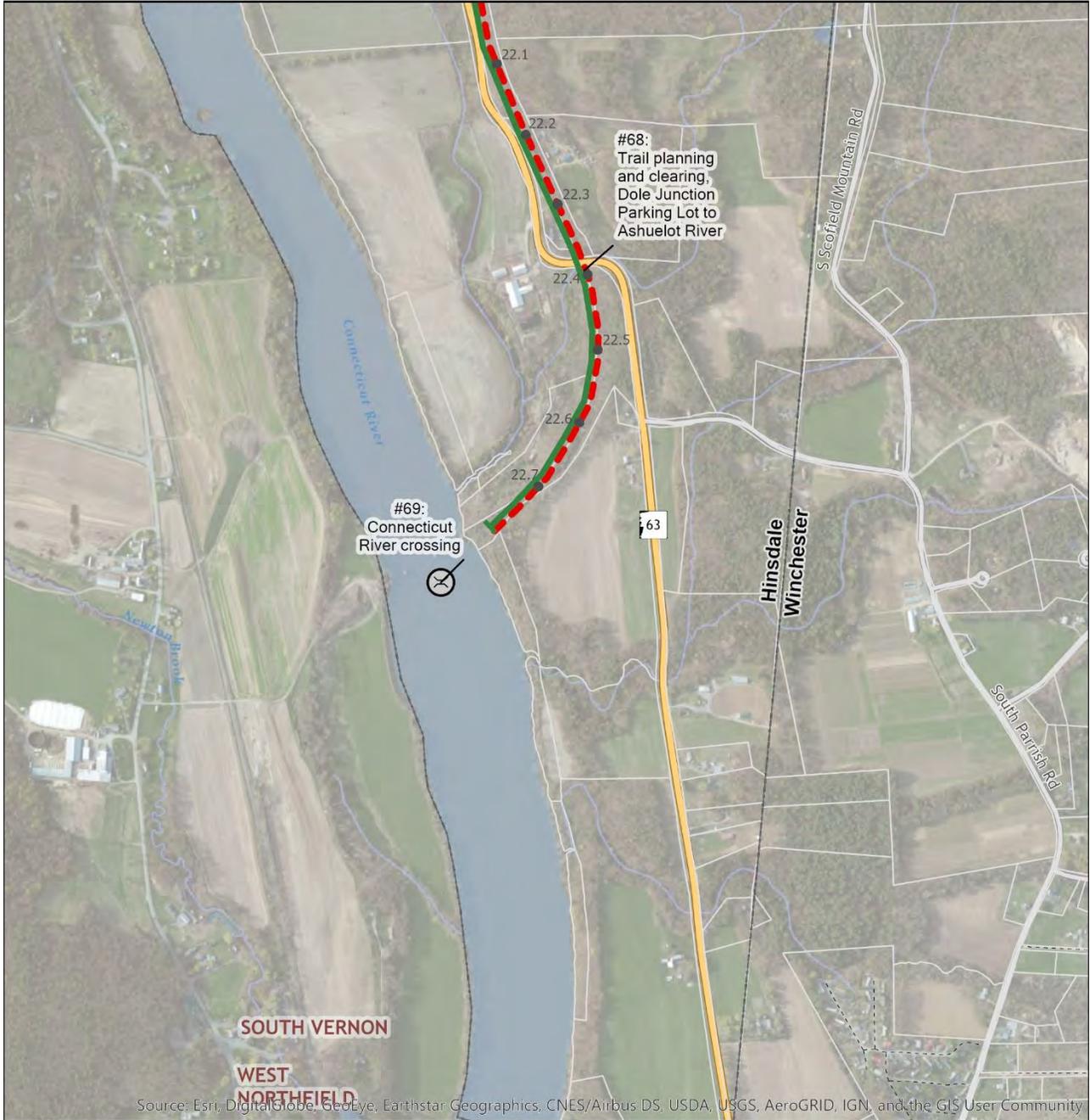
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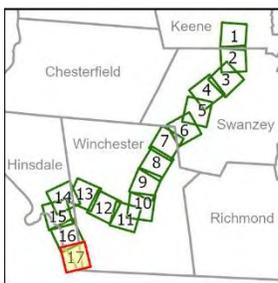


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| Parking facility construction/improvement |                            |                     |
| Road Crossing                             |                            |                     |
| Wayfinding/signage                        |                            |                     |

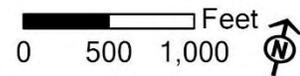




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# Performance Measures

Performance measures can be used to gauge the success towards the Plan's goals and objectives. Table 5, *List of Performance Measures* suggests a variety of ways progress could be tracked and measured. However, more work is needed to identify and calculate baseline measures as well as identify responsible parties for data collection and reporting. This task would be appropriate for a future coalition or collaboration of trail stakeholders such as a friends of the trail group. In addition, some of the fields indicated in Table 5 (e.g., under columns including Performance Target, Frequency and Responsible Party) may benefit from re-assessment over time during the plan implementation process to account for realities such as funding availability, volunteer capacity, data sources, etc. The following goals were identified previously in the Vision, Goals and Objectives section of this Plan (pp. 8-12):

- Goal 1. Increase awareness of the trail, among both local residents and visitors.
- Goal 2. Increase use of the trail as an alternative for trips made by car.
- Goal 3. Expand opportunities for physical activity and outdoor experiences.
- Goal 4. Enhance regional and local economies.
- Goal 5. Create an on-trail experience that is accessible, safe and welcoming for all ages, abilities and user groups.
- Goal 6. Facilitate communication and collaboration among trail stakeholders.

“Potential Partner(s)” listed for each performance measure are likely candidates to lead a particular effort, however no commitments have been made by these parties and any data collection efforts are subject to funding or resources available. Additional partners may be identified during implementation of the Plan.

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Table 5 - List of Performance Measures

| Measure   | Goal(s) Addressed |   |   |   |   |   | Baseline Measurement  | Source(s) or Method(s)    | Performance Target                                     | Frequency         | Potential Partner(s)                 |
|---|-------------------|---|---|---|---|---|---|---------------------------|--|-------------------|--------------------------------------|
|   | 1                 | 2 | 3 | 4 | 5 | 6 |   |                           |  |                   |                                      |
| Number of people biking and walking at various locations                            |                   |   |   |   |   |   | Continuous short term counts vary by time of year and location (see Appendix A) | Automated data collection | Double the number of people walking and biking by 2028 | Every three years | Southwest Region Planning Commission |
| Number of other trail users (including horses and snowmobiles) at various locations |                   |   |   |   |   |   | Not collected   | Manual count              | To be determined                                       | To be determined  | To be determined                     |
| Trips made to school by walking and biking  |                   |   |   |   |   |   | See Online Resident Survey Results  | School or trail survey    | To be determined                                       | To be determined  | Schools and school districts         |
| Other trips made as alternative to motor vehicle trip                               |                   |   |   |   |   |   | See Online Resident Survey Results  | Survey                    | To be determined                                       | To be determined  | To be determined                     |
| Number of people living and working within 1 mile of the trail                      |                   |   |   |   |   |   | Not collected   | Census Bureau OnTheMap    | To be determined                                       | Annually          | Southwest Region Planning Commission |

| Measure  | Goal(s) Addressed |   |   |   |   |   | Baseline Measurement   | Source(s) or Method(s)  | Performance Target           | Frequency | Potential Partner(s)                                   |
|--|-------------------|---|---|---|---|---|--|---|------------------------------|-----------|--|
|  | 1                 | 2 | 3 | 4 | 5 | 6 |  |   |                              |           |  |
| Number of participants in community events on the rail trail |                   |   |   |   |   |   | Not Collected  | Various   | To be determined             | Annually  | To be determined                                       |
| Number of collisions with motor vehicles at trail crossings  |                   |   |   |   |   |   | None were confirmed (see Appendix A)   | NH Department of Safety, NH Department of Transportation and municipal police departments | 0                            | Annually  | Southwest Region Planning Commission                   |
| Miles of trail with improved surface condition               |                   |   |   |   |   |   | Approximately 5 miles (from Emerald Street in Keene to Pine Street in Swanzey) | Lead agencies or organizations related to improvements                                    | All 21.5 miles (approximate) | Annually  | Southwest Region Planning Commission                   |
| Number of improved trail access points                       |                   |   |   |   |   |   | Not Applicable   | Lead agencies or organizations related to improvements                                    | To Be Determined             | Annually  | Lead agencies or organizations related to improvements |
| Number of jobs created by improvement projects               |                   |   |   |   |   |   | Not Applicable   | Lead agencies or organizations related to improvements                                    | Not Applicable               | Annually  | Lead agencies or organizations related to improvements |

| Measure  | Goal(s) Addressed |   |   |   |   |   | Baseline Measurement | Source(s) or Method(s)                                 | Performance Target | Frequency | Potential Partner(s)                                   |
|--|-------------------|---|---|---|---|---|----------------------|--|--------------------|-----------|--|
|  | 1                 | 2 | 3 | 4 | 5 | 6 |                      |  |                    |           |  |
| Amount of new investment by private and public organizations adjacent to the trail |                   |   |   |   |   |   | Not Applicable       | Host communities and others                            | Not Applicable     | Annually  | Host communities and others                            |
| Monetary value of properties within proximity to the trail                         |                   |   |   |   |   |   | To Be Determined     | Host community assessors                               | Not Applicable     | Annually  | Host community assessors                               |
| Number of preserved or enhanced cultural, historical and architectural resources   |                   |   |   |   |   |   | Not Applicable       | Lead agencies or organizations related to improvements | To Be Determined   | Annually  | Lead agencies or organizations related to improvements |
| Number of permanent or temporary public art installations                          |                   |   |   |   |   |   | Not Applicable       | Lead agencies or organizations related to improvements | To Be Determined   | Annually  | Lead agencies or organizations related to improvements |
| Number of natural areas accessible from the trail                                  |                   |   |   |   |   |   | To Be Determined     | Lead agencies, organizations, and host communities     | Not Applicable     | Annually  | Lead agencies or organizations related to improvements |

| Measure   | Goal(s) Addressed |   |   |   |   |   | Baseline Measurement | Source(s) or Method(s)                                 | Performance Target | Frequency                | Potential Partner(s)   |
|---|-------------------|---|---|---|---|---|----------------------|--|--------------------|--------------------------|--|
|   | 1                 | 2 | 3 | 4 | 5 | 6 |                      |  |                    |                          |  |
| Increase width of trail   |                   |   |   |   |   |   | Not Collected        | Lead agencies or organizations related to improvements | To Be Determined   | Annually                 | Lead agencies or organizations related to improvements                                 |
| Presence of wayfinding signs and maps                             |                   |   |   |   |   |   | Not Collected        | Lead agencies or organizations related to improvements | To Be Determined   | Annually                 | Lead agencies or organizations related to improvements                                 |
| Presence of adequate lighting                                     |                   |   |   |   |   |   | Not Applicable       | Lead agencies or organizations related to improvements | To Be Determined   | Annually                 | Lead agencies or organizations related to improvements                                 |
| Percent of drivers exceeding the speed limit near trail crossings |                   |   |   |   |   |   | Not Collected        | Automated data collection                              | To Be Determined   | Baseline, then as-needed | Local police departments; Southwest Region Planning Commission                         |
| Number of crimes, violent and non-violent                         |                   |   |   |   |   |   | Not Collected        | Lead agency/agencies                                   | Not Applicable     | Baseline, then as-needed | Local police departments; Department of Safety; Southwest Mutual Aid; NH Fish and Game |
| Number of emergency calls   |                   |   |   |   |   |   | Not Collected        | Lead agency/agencies                                   | Not Applicable     | Baseline, then as-needed | Local police departments; Department of Safety; Southwest Mutual Aid; NH Fish and Game |

# Maintenance

Trail maintenance needs can vary significantly, depending on trail surface material, the amount/type of trail traffic, drainage issues, trailside vegetation, and other considerations. Referencing maintenance activities and costs for other rail trails, however, can provide a useful baseline for estimating what it would cost to meet basic maintenance needs on the Ashuelot Rail Trail. In its 2015 publication *Maintenance Practices and Costs of Rail-Trails*, the Rails-to-Trails Conservancy (RTC) surveyed 200 trails groups on a variety of trail-related topics, including maintenance<sup>2</sup>. Forty percent of respondents supplied annual trail maintenance budget information, which RTC used to estimate average trail maintenance costs for different trail surface types.

As trail surface conditions exist today, about 0.4 miles have an asphalt surface and 21.1 miles are unpaved. According to RTC, annual costs for maintaining an asphalt surface are \$1,971 per mile and \$1,066 per mile for an unpaved surface. Assuming that maintenance costs for the Ashuelot Rail Trail would be the same as the survey sample average, this results in an annual maintenance cost estimate of \$788 for the asphalt section of Trail and \$21,227 for the unpaved portion; a total of \$22,015 for the entire trail. Estimates account for only routine repairs, not major projects. Estimates include labor hours assigned an hourly rate. With volunteer contributions, cash expenditures for trail maintenance could be significantly lower.

As with total maintenance costs, the specific activities required to keep a trail in good condition will vary from trail to trail. Again, however, referencing maintenance budgets from other rail trails, it is possible to construct a typical trail maintenance budget that can serve as a useful baseline. Table 6 presents the percentage breakdown of a typical rail trail maintenance budget and is adapted from the same RTC publication cited above. The sample budget includes some activities, such as maintenance of toilets, that do not currently apply to the

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<sup>2</sup> Rails-to-Trails Conservancy, "Maintenance Practices and Costs of Rail-Trails," June 2015, <https://www.railstotrails.org/resourcehandler.ashx?id=6336>.

Ashuelot Rail Trail. It excludes others, such as snow grooming, that are important to current trail users.

*Table 6 - Typical Trail Maintenance Budget<sup>3</sup>*

| <b>Maintenance Activity</b>                          | <b>Percent of Budget</b> |
|--|--------------------------|
| Surface clearing of trail                            | 10.8%                    |
| Mowing   | 12.0%                    |
| Vegetation management (leaf clearing, pruning, etc.) | 11.2%                    |
| Keep trail-side land clear of trash and debris       | 11.5%                    |
| Whole tree removal                                   | 5.4%                     |
| Application of herbicides or pesticides              | 2.3%                     |
| Clearing of drainage channels and culverts           | 5.4%                     |
| Surface maintenance of parking areas                 | 2.7%                     |
| Litter clean up, trash cans                          | 2.7%                     |
| Maintenance of toilets at trailheads                 | 13.0%                    |
| Maintenance of toilets along the trail               | 1.2%                     |
| Trailhead parking snow removal                       | 1.1%                     |
| Repair/maintenance of signs                          | 6.3%                     |
| Recovery from illegal acts of vandalism/dumping      | 5.3%                     |
| Other trail maintenance activities                   | 9.1%                     |

<sup>3</sup> Rails-to-Trails Conservancy, 28.

# Funding Resources

Plan implementation will likely require combining a variety of funding sources: government grants, grants from private entities, local fundraising, and other finance options. The following sections describe some funding sources that could support trail enhancements. Funding sources that could support improvements to related facilities (e.g. connecting sidewalks) are also included.

## *Government Grants*

Government grants can be an important source for trail project funding. In New Hampshire, the vast majority of grant funding is derived from federal sources. Local match is a requirement for most programs.

### **COMMUNITY DEVELOPMENT BLOCK GRANT - HOUSING AND PUBLIC FACILITIES GRANTS**

The Community Development Block Grant (CDBG) program provides funding support to a variety of projects that benefit low and moderate income households. CDBG Housing and Public Facilities Grants can be used to build different types of public infrastructure, including pedestrian infrastructure. In order for a rail trail project to qualify for CDBG funding, the municipality would need to show that the project benefits primarily low to moderate income households. Although typically used for housing rehabilitation and job creation for low- and moderate- income individuals, CDBG funds may potentially support accessibility connections between low- and moderate-income residential neighborhoods and trail facilities.

SWRPC provides technical assistance to municipalities and, therefore, is a source of information on the use of CDBG funds. For more information, visit: <http://www.nhcdfa.org/block-grants/types-of-grants>

### **U.S. ENVIRONMENTAL PROTECTION AGENCY RECREATION ECONOMY FOR RURAL COMMUNITIES**

The Environmental Protection Agency (EPA) Recreation Economy of Rural Communities planning assistance program helps communities to develop strategies to revitalize “Main Streets” through outdoor recreation, including connections to trails. Special consideration is given to small towns, economically disadvantaged areas like Opportunity Zones (a portion of Keene is eligible) and

areas within the service area of the Northern Border Regional Commission (including all of Cheshire County).

For more information, visit: <https://www.epa.gov/smartgrowth/recreation-economy-rural-communities>

#### NATIONAL ENDOWMENT FOR THE ARTS - OUR TOWN PROGRAM

The National Endowment for the Arts (NEA) Our Town Program supports “projects that integrate arts, culture and design activities into efforts that strengthen communities by advancing local economic, physical and/or social outcomes.” Past projects include the design of local wayfinding systems. The program could also be considered a possible funding source for historic and cultural projects along the trail, including the design and installation of interpretive resources.

For more information, visit: <https://www.arts.gov/grants-organizations/our-town/grant-program-description>

#### NORTHERN BORDER REGIONAL COMMISSION - ECONOMIC AND INFRASTRUCTURE DEVELOPMENT

The Northern Border Regional Commission (NBRC) is a federal-state partnership that focuses on economic and community development in the most distressed counties in Maine, New Hampshire, Vermont, and New York. Cheshire County is included in the NBRC service area. The Economic and Infrastructure Grant Program supports a variety infrastructure project types, including those related to transportation, conservation, tourism, and recreation. In the past, has made awards to trails projects.

For more information, visit: <http://www.nbrc.gov/content/economic-infrastructure-development-investments>

#### NH BUREAU OF TRAILS - GRANT-IN-AID PROGRAM

According to the NH Bureau of Trails, “the purpose of the Grant-In-Aid (GIA) Program is to provide assistance to organized, non-profit off highway recreational vehicle (OHRV) clubs, snowmobile (SMC) clubs and political subdivisions (such as towns and municipalities) for projects that will benefit the ridership of OHRVs and snowmobiles.”

For more information, visit: <https://www.nhstateparks.org/about-us/trails-bureau/grants/grant-in-aid>

#### **NH BUREAU OF TRAILS - RECREATIONAL TRAILS PROGRAM**

According to the NH Bureau of Trails, the “Recreational Trails Program (RTP) is a competitive grant program that offers funding for quality public trail projects throughout New Hampshire. Limited grants are available for motorized, non-motorized and diversified trails. Eligible projects include maintenance and restoration of existing trails, purchase and lease of trail construction and maintenance equipment, construction of new trails, development and rehabilitation of trailside and trailhead facilities and trail linkages. Applicants may be non-profit organizations, private groups or government entities.”

For more information, visit: <https://www.nhstateparks.org/about-us/trails-bureau/grants/recreational-trails-program>

#### **NH DEPARTMENT OF TRANSPORTATION - CONGESTION MITIGATION AND AIR QUALITY (CMAQ)**

The CMAQ program provides grant funding to support projects that reduce congestion and improve air quality. Bicycle and pedestrian infrastructure projects are eligible under the program, but in order to score well, an application would need to demonstrate that proposed activities would promote mode shift from auto transportation to walking and bicycling. Consequently, applications should emphasize the transportation benefits of proposed activities rather than recreational benefits. For example, improvement of a trail segment between a residential neighborhood and village center may encourage local residents to walk or bike rather than drive when running daily errands.

For more information, visit: <https://www.nh.gov/dot/org/projectdevelopment/planning/cmaq/index.htm>

#### **NH DEPARTMENT OF TRANSPORTATION - TRANSPORTATION ALTERNATIVES PROGRAM (TAP)**

The goal of the federally-funded TAP is to “provide choices for non-motorized users that are safe, reliable, and convenient.” The competitive program has in the past funded rail trail projects, including the planned improvement of the

Ashuelot Rail Trail in Swanzey, from Eaton Road to the Swanzey-Winchester town line.

For more information, visit:  
<https://www.nh.gov/dot/org/projectdevelopment/planning/tap/index.htm>

#### NH DEPARTMENT OF TRANSPORTATION - TEN YEAR PLAN

Every two years, the New Hampshire Department of Transportation proposes a plan for improvements to the State's transportation system. The plan includes allocations to the RTP, CMAQ, and TAP (above) as well as a regional allocation. Although the current application and scoring process puts rail trails at a scoring disadvantage compared to highways and bridges, there is the potential for such projects to be funded (as was the case for Keene's "South Bridge" over NH 101).

For more information, visit:  
<https://www.nh.gov/dot/org/projectdevelopment/planning/typ/>  
<http://www.swrpc.org/typ> and

#### NH STATE PARKS - LAND & WATER CONSERVATION FUND

This federal program provides 50/50 matching grants to state and local governments for the purpose of acquiring and/or developing public outdoor recreational areas and facilities. The NH Department of Natural and Cultural Resources, Division of Parks and Recreation, Office of Community Recreation is responsible for managing the program, which has a funding request minimum of \$25,000 and maximum of \$200,000.

For more information, visit: <https://www.nhstateparks.org/about-us/community-recreation/land-water-conservation-fund-grant>

#### NATIONAL PARKS SERVICE - RIVERS, TRAILS, AND CONSERVATION ASSISTANCE PROGRAM

The National Parks Service Rivers, Trails, and Conservation Assistance program supports community-led natural resource conservation and outdoor recreation projects around the country.

For more information, visit: <https://www.nps.gov/orgs/rtca/index.htm>

## *Grants from Private Entities*

In addition to government programs, grants from private entities (e.g. foundations) are another potential source of trail project funding. A list of private entities that may support trail-related projects follows below. The Foundation Directory Online, a proprietary database of grant making institutions, is a helpful resource for researching sources of private funding. Libraries and colleges in some cases offer public access to the Directory.

### **AMERICA WALKS - COMMUNITY CHANGE GRANTS**

Since 2015, America Walks has offered an annual grant round offering \$1,500 to projects creating or supporting physical activity and active transportation.

For more information, visit: <https://americawalks.org/community-change-grants/>

### **COGSWELL BENEVOLENT TRUST**

Cogswell Benevolent Trust funds a wide variety of projects in New Hampshire. The organization has funded park improvements, community recreation programs, outdoor recreation programs, and acquisition of property for conservation purposes.

For more information, visit: <https://cogswellbenevolenttrust.org/>

### **MONADNOCK ALLIANCE FOR SUSTAINABLE TRANSPORTATION (MAST) - COMPLETE STREETS IMPLEMENTATION**

In 2018 and 2019, MAST, with SWRPC acting as fiscal agent, made awards to local municipalities for complete streets implementation projects, including sidewalk construction, installation of bicycle facilities and intersection safety improvements. Although trails are not a focus area of the program, it could be an appropriate funding source for projects that improve connecting on-street pedestrian and bicyclist facilities. Proposals that seek to improve segments of the trail to provide a safe alternative to adjacent roadways may also be eligible. The program is currently supported by a gift through the NH Charitable Foundation. For information about the prospect of future funding rounds, interested parties should contact SWRPC.

#### NH CHARITABLE FOUNDATION - COMMUNITY GRANTS PROGRAM - EXPRESS GRANTS

This competitive grants program awards project support (a set of activities conducted during a specified period of time and with clear deliverables that further the organization's mission or build organization capacity) of \$5,000 or less to eligible organizations. Trail projects have received the award in the past.

For more information, visit: <https://www.nhcf.org/how-can-we-help-you/apply-for-a-grant/express-grant-program/>

#### RAILS TO TRAILS CONSERVANCY - DOPPELT FAMILY TRAIL DEVELOPMENT FUND

Grants from the Doppelt Family Trail Development fund can support a variety of rail trail projects, including trail construction, design work, and marketing and outreach. In 2019, awards ranged from \$5,000 to \$27,500.

For more information, visit: <https://www.railstotrails.org/our-work/grants/doppelt/>

#### ROY A. HUNT FOUNDATION - GENERAL GRANT

General grants from the Roy A. Hunt Foundation can support a wide range of activities. Past awards have included park infrastructure improvement projects in the State of New Hampshire. Award amounts tend to be modest, around \$5,000, and would likely need to be combined with other funding sources.

For more information, visit: <https://rahuntdn.org/>

#### THE TIMKEN COMPANY CHARITABLE AND EDUCATION FUND

Applying entities must have 501(c)3 status. The foundation has made awards in the past for renovating recreational facilities. The average grant amount is about \$10,000.

For more information, visit: <https://www.timken.com/about/global-citizenship/timken-company-charitable-educational-fund-grant-program/>

## *Other Funding Sources*

Grants, either from public or private institutions, will often need to be combined with other funding sources in order to fully support trail projects. Some of those funding sources are summarized below.

### **TAX INCREMENT FINANCING (TIF)**

TIF is a tool that municipalities sometimes use to finance infrastructure improvements in a targeted area, usually referred to as a district. Establishing a TIF district involves specifying district boundaries and assessing property values within those boundaries. Taxes from any incremental increase in property value are then used to fund specified infrastructure improvements within district boundaries. When utilizing TIF, municipalities often issue bonds to fund improvements, and then use the expected incremental increase in property taxes to pay down the bond debt.

Currently, the Ashuelot Rail Trail does not pass through any existing TIF districts. If a municipality did wish to use TIF to support rail trail improvements, those planned improvements would need to be included in a TIF District Plan, a document that describes the infrastructure projects to which any increment in tax revenue would be dedicated. Since the success of TIF depends on an increase in property values, it is a financing strategy more appropriate in areas targeted for new or infill development.

### **MUNICIPAL TRANSPORTATION AND IMPROVEMENT FUND**

Under RSA 261:153-VI, local municipalities may require a surcharge of up to \$5 for each vehicle registration. Proceeds from local vehicle registration fees may be used to make improvements to the local transportation system, including pedestrian and bicyclist facilities.

### **THE LOCAL CROWD MONADNOCK**

The Local Crowd (TLC) Monadnock is the Monadnock Region's local crowdfunding platform. TLC Monadnock describes the platform as follows: "Individuals or groups create fundraising campaigns that contain a specific funding goal and timeline to fund a current project. Supporters can contribute to the campaign both financially and through in-kind contributions. All are encouraged to share the campaign with their own community and social network."

The TLC Monadnock can offer education and technical assistance not typically available with other larger crowdfunding platforms like Kickstarter or Indiegogo. TLC Monadnock accepts proposals for campaigns on a rolling basis.

For more information, visit: <https://monadnocklocal.org/>

# Design Resources

The following tables list a selection of design guidance and best practices in trail design, construction and maintenance from federal, state and other sources. The resources provide general guidance for improvements and are not a replacement for a thorough review or evaluation by an engineer, landscape designer, or other relevant trail professional.

*Table 7 - National Resources*

| Name  | Author   | Description  |
|---|--|--|
| <a href="#">Guide for the Development of Bicycle Facilities</a> (4 <sup>th</sup> edition, 2012) | American Association of State and Highway Transportation Officials         | The guide provides information on accommodating people biking on the road and on shared use paths as well as considerations for signage, parking and the operation and maintenance of such facilities. |
| <a href="#">Urban Bikeway Design Guide</a> (2 <sup>nd</sup> edition)                            | National Association of City Transportation Officials                      | Provides design guidance for bicycle infrastructure in levels (required, recommended, or optional) based on practices from around the country.   |
| <a href="#">Guide for Improving Pedestrian Safety at Uncontrolled Crossing Locations</a> (2018) | United States Department of Transportation; Federal Highway Administration | Guide for selecting and installation countermeasures at uncontrolled crossing locations, includes trails.  |
| <a href="#">Manual on Uniform Traffic Code Devices for Streets and Highways (MUTCD)</a>         | United States Department of Transportation; Federal Highway Administration | The MUTCD defines standards for traffic control, signage and other measures on roads, bikeways and private roads open to public travel   |

*Table 8 - Accessibility Resources*

| Name   | Author  | Description  |
|--|---|--|
| <a href="#"><u>Standards for Accessible Design</u></a> (2010)  | Department of Justice                                   | The document contains standards for new facilities that can be accessible by individuals with disabilities.  |
| <a href="#"><u>Final Guidelines for Outdoor Developed Areas</u></a> (2013)                             | United States Access Board                              | The architectural and Transportation Barriers Compliance Board guidelines cover technical requirements for camping facilities, picnic facilities, viewing areas, trails, and beach access routes constructed or altered by or on behalf of federal agencies. |
| <a href="#"><u>Proposed Guidelines for Pedestrian Facilities in the Public Right-of-Way</u></a> (2011) | United States Access Board                              | The architectural and Transportation Barriers Compliance Board guidelines cover the design, construction and alteration of pedestrian facilities in the public right-of-way that ensure facilities are accessible by individuals with disabilities           |
| <a href="#"><u>Accessibility Guidebook for Outdoor Recreation and Trails</u></a> (2012)                | United States Department of Agriculture; Forest Service | The guidelines contain useful concepts to maximize accessibility in outdoor recreation areas and on trails.  |
| <a href="#"><u>Wetland Trail Design and Construction</u></a> (2007)                                    | United States Department of Agriculture; Forest Service | The resource provides guidance related to trail construction in the vicinity of wetlands.  |

*Table 9 - Snowmobile-specific Resources*

| Name   | Author   | Description  |
|--|--|--|
| <a href="#">Guidelines for Snowmobile Signing and Placement</a> (2014) | International Association of Snowmobile Administrators | The guide provides sign designs, guidance on placement and examples of sign use. |

*Table 10 - Equestrian-specific Resources*

| Name   | Author   | Description  |
|--|--|--|
| <a href="#">Equestrian and Car Parking</a> (2008)  | New Hampshire Horse Council                            | Informational document and recommendations related to the design considerations of accommodating horses and horse trailers in parking areas. |
| <a href="#">Equestrian Design Guidebook for Trails, Trailheads, and Campgrounds</a> (2007) | United States Department of Agriculture Forest Service | The guidebook provides practical guidelines for a variety of recreational environments that provide access to people riding horses.          |

*Table 11 - New Hampshire Resources*

| Name   | Author   | Description   |
|--|--|---|
| <a href="#">Wetlands Best Management Practice Techniques For Avoidance and Minimization</a> (2019) | New Hampshire Department of Environmental Services | The resource covers various methods of avoiding or mitigating impacts to wetlands during development (including for bike paths, footpaths, trails, and boardwalks). |

| Name   | Author   | Description  |
|--|--|--|
| <a href="#">NH Trail Construction and Maintenance Manual</a> (2017)                                  | New Hampshire Department of Resources and Economic Development; Division of Parks & Recreation; Bureau of Trails | Adapted from a similar Maine publication, the manual provides guidance on best management practices related to maintenance of trails, bridges and drainage infrastructure.   |
| <a href="#">Snowmobile Guidelines for Trail Signing</a> (Revised 2016)                               | New Hampshire Department of Resources and Economic Development; Division of Parks & Recreation; Bureau of Trails | The NH Bureau of Trails developed these Guidelines as a resource for snowmobile club members that are charged with the responsibility of signing the club's trails. Its purpose is to describe techniques for posting state supplied standardized signs to promote uniformity of trail signing throughout the State. |
| <a href="#">Your Guide to Promoting Walking and Bicycling Accommodations in New Hampshire</a> (2016) | New Hampshire Department of Transportation   | Guide to planning and designing improvements for walking and biking including mixed-used paths (such as rail trails).  |
| <a href="#">Historic Stone Highway Culverts in New Hampshire Asset Management Manual</a> (2009)      | New Hampshire Department of Transportation; Bureau of Environment  | The manual provides culvert owners and others practical inspection and maintenance plans as well as guidelines for repair.   |

*Table 12 - Other Resources*

| Name   | Author  | Description   |
|--|---|---|
| <a href="#">Trails for the Twenty-First Century</a> (1993) | Charles Flink, Kristine Olka, Robert Searns and Rails to Trails Conservancy | The book is a resource for planning, designing and managing trails. |

| Name  | Author  | Description   |
|---|---|---|
| <a href="#"><u>Restoration of Historic Granite Mileposts on the Northern Railroad Line</u></a> (2019) | Edwin R. Hiller, Andover Historical Society     | The guide contains a milepost survey of another Boston & Maine Railroad route in New Hampshire and methods to restore their lettering and numbering consistent with their original designs. |
| <a href="#"><u>Crime Prevention Through Environmental Design Guidebook</u></a> (2003)                 | National Crime Prevention Council               | The guidebook provides design and management strategies relative to sight lines, lighting, isolation, signs, and other considerations understood to reduce incidence and fear of crime.     |
| <a href="#"><u>With People in Mind: Design and Management of Everyday Nature</u></a> (1998)           | Rachel Kaplan, Stephen Kaplan and Robert Kaplan | The resource provides design and management considerations for various natural settings and covers content about wayfinding, trails, views, and other topics.                               |