

## **Cheshire Rail Trail South Planning Project Working Group**

**June 2, 2021  
11:00 a.m. to 12:30 p.m.**

Join by Computer: <https://bit.ly/2SiSQf8>  
Join by Phone: 646-558-8656

Meeting ID: 835 2654 6993  
Passcode: 480029

### **Agenda**

**I. Welcome**

**II. February 24, 2021 Meeting Summary (5 minutes)**

*A chance to “catch up” on the past meeting and to make additions or corrections.*

**III. Existing Condition Assessment and Public Outreach Activities (15 minutes)**

*An update on activities that occurred since Meeting #2 and related findings.*

**IV. Plan Elements (45 minutes)**

*SWRPC will present an updated and final draft of the Cheshire Rail Trail South Plan’s Vision, Goals and Objectives as well as a list of specific projects (Implementation Plan). The two items together will complete the Cheshire Rail Trail South Plan (2021-2030) and will be finalized before June 30, 2021.*

**a. Final Draft of Vision, Goals & Objectives**

**b. Final Draft of Implementation Plan**

**V. Next Steps (15 minutes)**

*SWRPC staff will provide recommendations on how working group members can promote the final Cheshire Rail Trail South Plan in their community and social networks, as well as recommendations on how communities and organizations can prioritize Plan strategies. Working group members will be asked to share their own ideas about Plan promotion and strategy prioritization.*

**VI. Adjourn**

**Cheshire Rail Trail South Planning Project  
Working Group Meeting #2**

**Meeting Summary**

**February 24, 2021**

**Present:** Matthew Bachler, *Town of Swanzey*; Andy Bohannon, *City of Keene Parks & Rec Department*; Rick Brackett, *Monadnock Conservancy*; Craig Della Penna, *The Murphys Realtors*; Tom Duston, *Wantastiquet-Monadnock Trail Coalition*; Paul Kotila, *Town of Fitzwilliam*; Mike Kowalczyk, *Swanzey Rail Trails Advisory Committee/Monadnock Region Rail Trail Collaborative*; Bridget Likely, *Appalachian Mountain Club*; Kathryn Lynch, *Town of Hinsdale*; Charles Redfern, *Pathways for Keene/NH Rail Trails Coalition*; Larry Robinson, *Town of Marlborough/Southwest Region Planning Commission*; Rowland Russell, *City of Keene Bicycle Pedestrian Pathway Advisory Committee/Antioch University New England*; Will Schoefmann, *City of Keene*; Bruce Tranter, *Monadnock Sno-Moles*; Rick Ward, *Town of Winchendon, MA*; Shelley Winters, *New Hampshire Department of Transportation Bureau of Rail & Transit*; Kevin Woolley, *Town of Fitzwilliam*.

Staff members present were Henry Underwood, *GIS Specialist/Planner* and Todd Horner, *Planner*.

**I. Welcome & Introductions**

Henry Underwood welcomed attendees to the meeting at approximately 12:00 p.m. Using presentation slides, he reviewed the goals of the project, study area and estimated timeline. He invited individuals who were not able to attend the first project meeting or did not have time to share their top goals for the next ten years to share them with the group.

- Chuck Redfern shared that rehabilitating the 216-foot Prowse Memorial Bridge and installing it along the trail over NH 101 in Keene was among Pathways for Keene's top priorities.
- Rowland Russell added that in addition to safe crossings over both NH 101 and Swanzey Factory Road an additional Keene priority was establishing wayfinding and branding along the entire trail. Another priority was adding amenities and services at key points and parking areas – things like bike repair stations, directions to water and bathrooms or even providing these amenities along the trail.
- Paul Kotila shared that priorities in Fitzwilliam include improving trail surfaces in areas. In some cases areas are impassible in the summer due to drainage issues. One section exists between Royalston Road and NH 119. A second section exists south of NH 12 to Massachusetts. Improving crossings and safety at NH 12 and NH 119 are also priorities.
- Mike Kowalczyk added that in the future the trail connection to Winchendon, MA should be restored to take advantage of other improved trails in that area (e.g. River Trail and Mass Central Rail Trail). He also pointed out that there are a couple of areas where roads or drainage issues (and the lack of a bridge or tunnel) require trail users to bypass the original corridor and scenic parts of the corridor.

**II. Updates on Existing Condition Assessment and Public Outreach Activities**

Henry Underwood updated attendees on the results of the online survey and thanked them for their help promoting the opportunity in their networks. He said over 700 responses were received that would be used to inform priorities and projects and even serve as an outreach tool for future planning or volunteer efforts.

He said a complete summary would be published on the project website in the spring and provided selected findings:

- Just over half of respondents worked within walking or biking distance of the trail (51.2%) and closer to two-thirds live within walking or biking distance (63.8%).
- When asked about use of the trail during the last year, the most common trip purposes were recreation (87.6%) and exercising (62.8%). A small minority of respondents indicated they used the trail for their work commute (3.8%) or shopping/errands (3.5%).
- The most popular modes of travel by respondents were on foot (62.8%), bicycle (45.4%) and snowmobile (34.7%).
- Most respondents indicated they did not have safety concerns related to the trail (55.0%) however many respondents identified uneven surfaces (20.1%), vehicle traffic at trail crossings (13.4%), dogs or other animals (10.9%), encountering unauthorized motorized vehicles (10.2%) and other potential concerns.
- A demographic analysis of the age of respondents and U.S. Census Bureau data for Cheshire County indicated that younger individuals (under the age of 24) were underrepresented in the survey responses and individuals ages 35-64 were overrepresented when compared to the population as a whole.
- Overall, the top three potential improvements for the trail were: Improving Trail Surface Condition with Packed Gravel (39.5%), New or Improved Trailheads/Parking Areas (32.7%) and Directional Signs and Maps (28.1%).
- Almost half of the participants (355) indicated they would be willing to participate in a range of volunteer activities like clean-up days, construction, trimming vegetation, and more.

Henry Underwood listed and briefly summarized one-on-one interviews conducted thus far by Todd Horner of SWRPC staff. The list of interviewees included:

- New Hampshire Department of Transportation (NHDOT) Bureau of Rail and Transit.
- Monadnock Regional Rail Trail Collaborative (MRRTC). The interviewee is also a member of the Swanzey Rail Trail Advisory Committee.
- The Town of Fitzwilliam. Interviewees included municipal staff as well as members of the Conservation Commission and Recreation Commissions.
- Monadnock Conservancy.
- The Town of Winchendon, MA.
- Montachusett Regional Planning Commission (MRPC), whose service area includes Winchendon, MA.

Craig Della Penna addressed questions and concerns related to improving the trail surface in Massachusetts. In the 1990s, communities as well as the State transportation agency (MassDOT) understood that a paved surface was required. That has since been changed to allow for stone dust. Stone dust is the recommended surface treatment in other states. Craig Della Penna further commented that the Mass Central Rail Trail (south of Winchendon, MA) is the longest rail trail in the northeast and there is a large opportunity for New Hampshire, Massachusetts and Vermont to look at making trail connections on a much larger scale. Henry Underwood responded that SWRPC's planning project was intended to be a parallel and complementary effort to the State of New Hampshire's own planning projects.

### **III. Discussion on Draft Goals & Objectives, Implementation Plan**

Henry Underwood introduced the next discussion around a vision, goals and objectives that would be included in the Cheshire Rail Trail Plan. Mike Kowalczyk suggested the vision be revised to include an element about connecting the trail to other destinations outside of the State. Some attendees provided a

“thumbs up” to indicate the draft vision was satisfactory. Henry Underwood encouraged participants to submit additional feedback and comments in the chat following the meeting.

Attendees reviewed and provided feedback on six draft goals and objectives. First, attendees pointed out missing items and the need for clarification with respect to the goals:

- Rowland Russell commented that there needs to be a goal about connectivity to other trail systems.
- Tom Duston asked about where use of all-terrain vehicles (ATV) fit into the discussion about goals and objectives, specifically Goal 5 mentioning “all user groups.” Henry Underwood replied that this phrase refers to existing permitted user groups. Shelley Winters commented that this corridor was acquired through funding from the Federal Highway Administration’s Transportation Enhancements program and that it does have a motorized use restriction that prohibits ATVs. It would be a very cumbersome process for this to be changed and would require action by each municipality. She further commented that to her knowledge no community in the nation had successfully achieved this status change. Henry Underwood commented that at this point there have been survey responses in favor of a change, however, it has not come up in discussions with municipal officials.
- Mike Kowalczyk added that a goal and/or objective dedicated to maintenance is needed. Paul Kotila agreed and said funding, including funding for maintenance should also be addressed in a goal and/or objective.
- Paul Kotila commented that the list of goals and objectives was very long and not prioritized. He said in terms of implementation, prioritization will be needed and may have differing results depending on where trail stakeholders are geographically (e.g. priorities for Keene versus priorities for Fitzwilliam). He said to be successful, the plan should provide guidance in this area. Henry Underwood responded that this context can be provided in the final Plan deliverable as well as through guidance at the third meeting.

Attendees reviewed and provided feedback on objectives related to **Goal 1: Increase awareness of the trail, among both local residents and visitors.**

- Chuck Redfern commented that the [Granite State Ambassadors](#), recognized by the State of New Hampshire, hosts an event each year at [The Big E](#). They have asked for promotional materials (e.g. “rack cards”) related to rail trails to distribute at the event. He also asked if the State was working to develop standard trail signs. Shelley Winters clarified that since this trail is managed under a cooperative agreement with Bureau of Trails that they would have the responsibility to lead this effort. Henry Underwood stated that this new information could be used to adjust Objective 7.
- Craig Della Penna shared a story of a [New York report](#) that showed one trail was so busy that it impressed the governor to the extent that the State took on 400 miles of additional trail improvements in 4 years and completed them in December of 2020. In Massachusetts, this led to meetings of the *Trails Team* by Governor Baker and agencies with trails in their jurisdictions. The outcome resulted in “silos” being removed and funding being increased.

With respect to **Goal 2: Increase use of the trail as an alternative for trips made by car**, attendees provided the following comments:

- Mike Kowalczyk asked about the role of businesses to provide facilities to encourage people to walk or bike (e.g. lockers, showers, bike parking, storage).
- Rowland Russell spoke in support of calling out bike parking and bike garages as specific amenities.

- Tom Duston reminded attendees that “mixed mode” trips were important to think about (for example, a commuter driving some distance and using the trail for a part of their trip). These users will benefit from improved parking areas and new navigation signage.

Attendees reviewed and commented on **Goal 3: Expand opportunities for physical activity and outdoor experiences.**

- Bridget Likely commented that the Metacomet-Monadnock Trail should be added to the list of connecting trails.

Attendees reviewed but did not provide comments on **Goal 4: Enhance regional and local economies.** With respect to **Goal 5: Create an on-trail experience that is accessible, safe and welcoming for all ages, abilities and user groups,** attendees offered a number of comments:

- Rowland Russell suggested specifying amenities within the objective (bike repair, map kiosks, seating, etc.).
- Bridget Likely pointed out that although the goal area mentions accessibility there isn’t an objective that address Americans with Disabilities Act (ACT) standards or related needs directly. Henry Underwood commented that resources related to accessibility provided in a separate project will be beneficial in drafting a new objective.

Attendees reviewed and commented on **Goal 6: Facilitate communication and collaboration among trail stakeholders** and its related objectives:

- Chuck Redfern said that an issue in our region was that smaller towns were often fiscally constrained, making it difficult for large project funds. He mentioned that communities may be able to creatively fund such projects. As an example, he shared that the large solar array planned for Fitzwilliam would be operated by a large national company that may have ways to fund improvements in such “host” communities through grants or donations. Hinsdale’s cooperation with Brattleboro on the Connecticut River Bridge projects may be another opportunity to present funding needs. Otherwise, local match requirements will be an issue. He also commented that trail improvements take time – Keene’s project took 20 years to develop.
- Mike Kowalczyk contributed that Goal 6 was a good “home” for an objective specific to maintenance, funding maintenance, and collaboration on maintenance.
- Paul Kotila said there was a need to address ways of achieving the objective that could be measured over time. Additionally, terms such as “enhance” lack clarity on what actually needs to happen. He suggested replacing the objective about joining efforts of Monadnock Region Rail Trail Collaborative with “continuous, ongoing interaction with the variety of groups that relate to the trail in order to...” Henry Underwood noted one of SWRPC’s previous trail planning efforts featured a variety of potential performance measures, however, the current project would not allow time to develop and agree on specific measures for each objective.

Henry Underwood encouraged attendees to continue to contribute to and promote the project’s Challenges and Opportunities interactive map as a way to identify specific projects that would be listed in an implementation plan.

#### **IV. Other Matters**

Henry Underwood asked if attendees had general questions about the project or updates related to the trail to share.

- Rick Ward updated the group that the Town of Winchendon requested assistance from the Montachusett Regional Planning Commission with help performing a feasibility study to connect the North Central Pathway to New Hampshire as well as other points westward in Massachusetts.
- Tom Duston advocated for the need to add restrooms or privies along the trail which can often be low maintenance.
- Paul Kotila asked about the composition of the Working Group and SWRPC's experience with other cross-town efforts. Henry Underwood explained that this varies depending on the project and that the current effort is less formal than other efforts.
- Andy Bohannon advocated for the continued focus on connecting to Massachusetts trails and that the City of Keene was becoming more and more a destination for mountain bikers. He impressed upon attendees the need to brand and market the trail system in its connectivity would be critical in attracting people to the area and especially to local downtowns. He said he was in the process of requesting technical support from the University of New Hampshire's [Downtowns & Trails](#) program related to this objective. He expected discussions to continue following the pandemic.

## **V. Next Meeting**

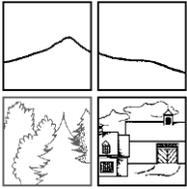
Henry Underwood said he would initiate a meeting poll for the third and final project meeting.

## **VI. Adjourn**

The meeting was adjourned at approximately 1:15 p.m.

Respectfully Submitted,

Henry Underwood  
GIS Specialist/Planner



# ***Southwest Region Planning Commission***

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**DATE:** June 2, 2021  
**TO:** Cheshire Rail Trail South Planning Project Working Group  
**FROM:** SWRPC Staff  
**RE:** Final Draft of Vision, Goals & Objectives

The Cheshire Rail Trail South Planning Project aims to develop a common understanding of how the Trail is perceived, used and maintained today. It also seeks to develop a unified vision for how the Trail is managed and developed moving forward into the future. An effective trail vision is supported by goals - broad statements that express general public priorities as understood through data collection and public engagement undertaken during previous plan development activities. Goals are further elucidated by objectives, which lay out actionable tasks that contribute to fulfilling one or more goals. This memo serves as an update to the Cheshire Rail Trail South Plan's proposed goals and objectives as well as a proposed vision statement.

## **I. Vision Statement**

A vision statement is a concise articulation of an ideal future. It establishes and communicates a target state of being for the Cheshire Rail Trail which can help guide subsequent planning activities. Informed by public engagement and data collection efforts undertaken during the Cheshire Rail Trail South Planning Project, the following draft vision statement is offered for consideration and discussion.

*The Cheshire Rail Trail, from Keene to Fitzwilliam, will function as a continuous transportation and recreation corridor that is scenic, accessible, safe, and welcoming to a wide variety of users - local residents and visitors alike. The Trail will connect seamlessly to a variety of other rail trail and trail systems in New Hampshire and Massachusetts. 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 and economic vitality.*

## **II. Goals and Objectives**

Goals and objectives build upon the vision statement. Goals are broad statements that express general priorities as understood through previous project activities. An objective defines a specific activity that will contribute to fulfilling a goal. The following draft goals and objectives are offered for consideration.

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

Objective 1: Develop and distribute promotional materials such as printed trail maps and brochures on the Trail, within communities as well as outside of the region. Digital resources, such as websites, apps, 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: Collaboratively design and implement a standardized, year-round wayfinding system using a combination of signs and maps both on the Trail and at nearby points of interest (e.g. village centers) with the cooperation and collaboration of the NH Bureau of Trails.
- Objective 4: 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 promotional activities with relevant State partners, the private sector (such as Google Maps) and others.
- Objective 7: Take advantage of the NH Division of Travel and Tourism Development’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, including downtowns/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.
- Objective 3: Establish employer-based programs at locations within biking and walking distance of the Trail that offer incentives or amenities (e.g. secure and convenient bike parking) to walk or bike as opposed to drive.

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

- Objective 1: Improve connections to natural areas and hiking trails (e.g. Metacomet-Monadnock), other rail trails (e.g. the Ashuelot Rail Trail, Monadnock Recreational Trail and the North Central Pathway) and other nearby trails (e.g. Jonathan Daniels Trail).
- Objective 2: Establish access points from the Trail to publically-accessible waterbodies.
- Objective 3: Promote the Trail as part of both individual health, wellness and 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 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 complementary land uses might include retail establishments, tourism-based industries, restaurants, lodging, 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.

Implement best practices relative to the design of facilities and their accessibility by individuals with disabilities.

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

Objective 1: Engage in continuous coordination with a wide variety of stakeholder groups for the purpose of effective trail maintenance, project development, marketing, advocacy, fundraising, and more.

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

Objective 3: Provide input to and coordinate with the State of New Hampshire Bureau of Trails and Department of Transportation on planning activities, issues and improvements.

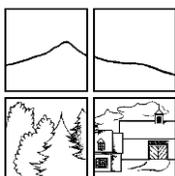
**Goal 7: Address challenges related to funding improvements and maintenance.**

Objective 1: Advocate for increased funding and coordination at the State level.

Objective 2: Seek funding opportunities and partnerships with landowners, utilities, developers and others to support trail improvements and ongoing maintenance.

**Recommendation:**

Review the final draft of the vision statement, goals and objectives and provide feedback to SWRPC staff including additions, corrections, clarification.



# *Southwest Region Planning Commission*

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**DATE:** June 2, 2021  
**TO:** Cheshire Rail Trail South Planning Project Working Group  
**FROM:** SWRPC Staff  
**RE:** Final Draft of Implementation Plan

One purpose of the Cheshire Rail Trail South Planning Project is to identify specific projects that will enhance the trail as a recreational and transportation asset. In identifying potential projects for implementation, SWRPC staff referred to a number of resources, including input received during Project Working Group meetings, responses to the online trail-user survey, stakeholder interviews, as well as other planning documents. Staff also considered draft plan goals and objectives while compiling potential projects.

The resulting list constitutes a draft implementation plan for trail improvements. The Implementation Plan presents projects at a high level while consider the trail corridor as a whole. In some cases, projects may include a variety of elements, or sub-projects, which are grouped together either because the lead entity has grouped them that way or for the sake of maintaining a clear, simple framework for describing implementation projects.

The Implementation Plan seeks to highlight the projects most important for improving the Trail. While a wide variety of projects would enhance trail user experience, the implementation plan attempts to focus on the top 10-20 projects - those that are most critical for advancing the Plan's goals and objectives. Within the draft list, the most common project type focuses on physical improvements needed to enhance the on-trail experience for all users.

Projects are described in two ways: spatially via [an interactive map](#), and in list form (attached). Note that some projects aren't associated with a specific location and may not appear on the interactive map.

## **Recommendation:**

Review the Implementation Plan, including both the interactive map and project list. Provide feedback to SWRPC staff on items that need clarification/correction, potential projects that are missing from the list, and any projects that might be of a lower priority for inclusion in the Implementation Plan.

#	Project Name	Description	Municipality	Category	Funding Status
1	Bartholomew Ct. Connector	Selected for Transportation Alternatives Program funding in 2019, the City of Keene will construct a multituse path connecting the Cheshire Rail Trail with Marlboro St., which is also targeted for bicycle and pedestrian improvements through the same project. According to the 2021-2030 Ten Year Plan, engineering for the project is scheduled to take place in 2024, with construction to occur in 2025.	Keene	Connecting Roadway/Path	Funded
2	Transportation Heritage Trail	<p>The Transportation Heritage Trail will be the next development phase of the Cheshire Rail Trail within the City of Keene. This section will begin at the terminus of the previously completed Industrial Heritage Trail (IHT), which ends at Eastern Avenue. While the IHT celebrates Keene's history as an industrial and manufacturing hub, the Transportation Heritage Trail (THT) will pay homage to the evolution of transportation technology through the decades. The central feature of this project will be the adaptive reuse of three historic bridges. The THT is currently recognized in the City of Keene's 2021-2027 Capital Improvement Plan.</p> <p>To the west, the trail will reuse the Robert J. Prowse Memorial Bridge to cross NH Route 101. This bridge previously carried traffic over Interstate 93 in Londonderry and is being made available for reuse by the NHDOT. In the center, the trail will feature the existing Stone Arch Bridge, which will be rehabilitated with historically appropriate railings. The City anticipates reusing our own Island Street Bridge (a Baily truss bridge) to carry the trail over Swanzey Factory Road. Along the trail, the historic bridges will form the context for educational signage and static displays related to the history of transportation and how transportation systems have shaped today's built environment.</p> <p>In order to maximize opportunity to seek out funding from various grant programs and contributions from non-profit organizations, the project will be completed in several phases. In 2025, a roadside trailhead off of Swanzey Factory Road will be constructed and safety railings installed on the Stone Arch Bridge. Funding in 2026 will allow the rail bed from Eastern Avenue to Rt. 101 to be improved and embankment on the north side of Rt. 101 to be prepared for the Prowse Bridge. In 2027, the historic Prowse Bridge will be relocated from temporary storage in Londonderry to its new home in Keene. The schedule outlined above will be contingent upon the availability of grant funds and private donations.</p>	Keene	Trail Surface Improvement	Fundraising in process
3	Trail surface improvements, Keene-Swanzey TL to Webb Depot Rd.	Approximately 4 miles of trail surface improvements from the Keene-Swanzey TL to Webb Depot Rd. in Marlborough. The trail surface will be upgraded to hard pack stone dust and drainage improvements where needed. The project is part of a Transportation Alternatives Program proposal submitted by the Town of Swanzey and selected for funding in 2018. Preliminary engineering is scheduled to begin in 2021 with construction anticipated to begin in 2024, according to the State of NH 2021-2030 Ten Year Plan.	Swanzey	Trail Surface Improvement	Funded
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. Also included in the Plan for Ashuelot Rail Trail Implementation Plan.	Swanzey	Connecting Roadway/Path	Unfunded
5	Trail surface improvements, Webb Depot Rd. to Marlborough-Troy TL	Upgrade trail surface to packed stone dust. Wet areas exists that would benefit from drainage improvements.	Marlborough	Trail Surface Improvement	Unfunded
6	Trail surface and drainage improvements, Marlborough-Troy TL to Water St.	This approximately 2.9-mile trail segment extends from Troy's northern edge to its town center. While, as a whole, the trail segment isn't one of the roughest or most poorly drained sections along Cheshire Rail Trail South, it does include some rough terrain and wet spots. The section could benefit from improving trail surface with packed stone dust, ditch work and perhaps some culvert improvements.	Troy	Trail Surface Improvement	Unfunded

7	Trail surface and drainage improvements, Water St. to Troy-Fitzwilliam TL	This approximately 2.1 mile trail segment extends from the Troy town center and historic train depot to the Town's southern edge. The trail surface becomes notably rougher and drainage becomes more of an issue about 3,000 feet from the Troy-Fitzwilliam town line. The whole segment would benefit from resurfacing with packed stone dust. Portions may require ditch work and other drainage improvements.	Troy	Trail Surface Improvement	Unfunded
8	Trail surface and drainage improvements, Troy-Fitzwilliam TL to NH 119	This approximately 3.8-mile trail segment extends from Fitzwilliam's northern edge, past Rockwood Pond, and ends at NH 119. It includes some significant drainage issues in the vicinity of Rhododendron Rd. The trail surface is especially rough near the Troy-Fitzwilliam town line and in the approach to NH 119. The original railroad corridor is blocked by the raised road bed of NH 119, which is about 15-20 feet higher than the surrounding terrain. A rough incline has been constructed so that trail users can cross the road. The whole segment, but especially this area near NH 119, would benefit from being resurfaced with packed stone dust. Ditching and other drainage should be installed at other points along the segment.	Fitzwilliam	Trail Surface Improvement	Unfunded
9	Trail surface and drainage improvements, NH 119 to Collins Pond Rd.	This approximately 2.4-mile trail segment includes some of the roughest terrain along Cheshire Rail Trail South, most notably in the vicinity of NH 119 and Collins Pond Rd. Drainage is also quite poor in areas, such as east of West Lake Rd. and along the edge of Collon Pond. The whole segment would benefit from resurfacing with packed stone dust. In very rough areas, additional grading work may be necessary to create a smooth trail surface. Ditching and other drainage work is needed along major portions of the segment. The segment also includes a problematic road crossing at Royalston Rd. The trail slopes steeply on either side of the roadway, presenting a hazard/challenge for certain trail users.	Fitzwilliam	Trail Surface Improvement	Unfunded
10	Potential trailhead and parking at Fitzwilliam Depot	Currently, no designated parking exists at or around the Fitzwilliam Depot. Work with Town officials to designate parking on town-owned land or work with adjacent private property owners. Parking could be accompanied by other trailhead amenities, e.g. wayfinding kiosk or signage.	Fitzwilliam	Trailhead/Parking	Unfunded
11	Trail surface and drainage improvements, Collins Pond Rd. to Templeton Tpke.	This approximately 2.4-mile trail segment extends from Collins Pond Rd. to Templeton Tpke., the rough western terminus of planned improvements by the Monadnock Conservancy. The entire segment would benefit from being surfaced with packed stone dust. Trail terrain is most notably rough within 4,000 feet or so of the segment's southern terminus. Ditch work and spot drainage improvement may also be needed.	Fitzwilliam	Trail Surface Improvement	Unfunded
12	Trail surface and bridge improvements, Templeton Tpke. to Templeton Turnpike Rd.	This approximately 3-mile trail segment has been targeted for improvements by the Monadnock Conservancy, which owns the 77-acre Chamberlain Conservation Area along the northern side of the trail. The Conservancy has already replaced a bridge over Sip Pond Brook and installed a parking area off of Old Turnpike Rd., along with a small connector trail granting access to the rail trail. With support from the NH Bureau of Trails' Recreational Trails Program, the Conservancy has several improvement planned for construction in 2021. A wood bridge spanning Scott Brook east of Templeton Tpke. will be completely replaced. Several culverts will be replaced to improve drainage. As funds permit, the trail will be resurfaced with stone dust.	Fitzwilliam	Trail Surface Improvement	Funded
13	Trail surface improvements and renovation, Old Turnpike Rd. to NH-MA state line	While the Monadnock Conservancy is making improvements to the Cheshire Rail Trail west of Old Turnpike Rd., an approx. 1.2-mile segment remains to the east, where it crosses NH 12 and proceeds to the NH-MA state line. To the west of NH 12, the railroad corridor requires vegetation clearing and significant work to reestablish a sound trailbed. It should be noted that prior to crossing the NH-MA state line, an approximately 350-foot section of the trail passes through the Town of Rindge. The entire trail segment would benefit from being surfaced with packed stone dust.	Fitzwilliam	Trail Surface Improvement	Unfunded
14	Cheshire Rail Trail-Monadnock Rail Trail Connector	A combination of snowmobile trail and Class VI roads connect the Cheshire Rail Trail and the Monadnock Rail Trail. This connection could be enhanced with trail surface improvements as well as wayfinding signage. Currently, portions of this connecting link are quite rough and is challenging to traverse on bicycle. In total, the link between the two rail trails is about one mile.	Rindge	Connecting Roadway/Path	Unfunded

15	NH-MA Connector: NH 12 to North Cycle Pathway	The Cheshire Rail Trail currently terminates at NH 12 in Fitzwilliam, just north of the NH-MA state line. An abandoned railroad corridor, however, continues to the southwest into Massachusetts and into downtown Winchendon. With the exception of one gap (on the rear lot line of the Wendell P. Clark Memorial YMCA), the railroad corridor appears to extend all the way to the junction of the North Cycle Pathway and Ware River Trail, located on the western shore of Whitney Pond. Establishing this connection would link the Cheshire Rail Trail with miles of additional trail facilities. The railroad corridor in question, however, is still in private ownership. The feasibility of purchasing the corridor or negotiating its conversion to a multiuse path has yet to be determined. If purchase of the corridor turns out not to be a possibility, then an on-road connection between the Cheshire Rail Trail and the North Cycle Pathway could be considered.	Winchendon	Connecting Roadway/Path	Unfunded
16	Maintenance cooperative agreement or workgroup	Ongoing trail quality and functionality depends on regular maintenance. Bridge decking requires periodic replacement. Drainage ditches and culverts must be cleared to prevent the trail surface from washing out or becoming waterlogged. Brush and vegetation need to be mown and cleared. One possible strategy for enhancing trail maintenance is to partner with snowmobile clubs, who already invest substantial volunteer time and club funds into maintenance activities. Other trail users could perhaps contribute time and/or funds in order to expand maintenance activities to ensure good trail conditions year-round and for a variety of users. The structure of this arrangement could take a number of forms, including other trail users becoming snowmobile club members for purposes of contributing to maintenance work (and utilization of club equipment). As a vehicle for conducting trail maintenance, snowmobile clubs offer the advantages of (1) an established relationship with NH Bureau of Trails and (2) geographic scope that extends beyond town boundaries.	Multiple	Programmatic	N/A
17	Mile markers and other on-trail wayfinding signage	Wayfinding facilities should not only be incorporated into trailhead improvements, but also along the trail itself, in order to provide users with a reference for determining where they are currently positioned on the trail and the distance to key destinations, such as village centers. Wayfinding facilities could include both mile markers as well as other signage. Ideally, wayfinding facilities would be consistent in content and style, utilizing a standard design that establishes a distinctive trail brand. Wayfinding signage should accommodate the navigational needs of all user groups, including snowmobilers, cyclists, hikers, equestrians and others.	Multiple	Wayfinding/Signage	Unfunded