



MUNICIPAL SERVICES, FACILITIES AND INFRASTRUCTURE COMMITTEE
Council Chambers B, Keene City Hall
May 21, 2025
6:00 PM

A. AGENDA ITEMS

1. Frederick MacMillan - Request to Install a Sculpture at Patricia Russell Park
Council Policy - R-2018-22: Acceptance and Placement of Public Art
2. Timken Aerospace - Request for the Installation of a Crosswalk - Tiffin Street
3. Ian D. Matheson - Court Street Pedestrian Safety Risks
4. Stephen Bragdon and Cheryl Belair - Safety Issues Associated with the Driveway at 82 Court Street
5. Adam Toepfer - Request to Add Audio and Data Cables as Part of Downtown Infrastructure Project
6. Continued Discussion: Installation of a Peace Pole - Central Square
7. Verbal Update: Downtown Infrastructure Project - Public Works Director

B. MORE TIME ITEMS

1. Proposal to Add the Necessary Infrastructure to Accommodate Banners Across Main Street

NON PUBLIC SESSION

ADJOURNMENT

39 Hathersage Ln
Dublin NH 03444
May 12,2025

Honorable Mayor and City Council
City of Keene
3 Washington Street
Keene, NH 03431

Re: Request to Install a Sculpture at Patricia Russell Park

Dear Mayor and City Councilors:

It has been the vision of Friends of Public Art (FPOA) and Frederick MacMillan to establish sculpture art in the Monadnock Region as an added attraction to the cultural amenities in our area. While we have an abundance of performing arts and two-dimensional art, we lack three-dimensional art. For the past several months we have sought a “cornerstone” project, seeking a high-quality installation to get things started. Opportunities were pursued in Peterborough, and on the campus at Dublin School. And while the Dublin School has installed sculptures along their Nordic ski trails, our other efforts have fallen short until now. We believe the installation of a “cornerstone” sculpture will breed interest from the sculpture/art community, which will bloom into a robust sculpture trail through-out the Monadnock Region.

Recently we were introduced to Christopher Curtis, a nationally known sculptor residing in Duxbury, VT. Known for his contemporary work in stone and metal, Curtis has been creating sculpture for more than fifty years. His affection for stone started as a young boy collecting rocks in the woods of Vermont. Over the decades, his fascination expanded from pebbles to cobbles to large boulders. Curtis claims to have looked at literally millions of stones, collected multiple thousands, and discarded nearly as many, which has honed his discerning focus on shape as well as material.

As an avid rock climber in his youth, Curtis developed a highly tactile understanding of stone as a medium. That passion, coupled with his ongoing interest in geology and astronomy, fueled his close observation of the natural world and stars, both of which inform his art.

Curtis attributes much of his artistic approach to his mentor, Professor Paul Aschenbach, during his formal art training at the University of Vermont in the 1970s. Aschenbach insisted his students become proficient in a wide variety of media and promoted the use of stone, a plentiful Vermont resource. Works by Christopher Curtis are in more than 250 public and private places throughout New England and the United States. Among his sculptures on public

view are works at the Tulsa Botanic Gardens, Tulsa, OK; the Appleton Museum, Ocala, FL; Lemon Fair Sculpture Park, Shoreham, VT; United States Federal Reserve Bank, Washington, DC; University of Arkansas, Little Rock, AR; and State of Vermont Public Art Collection, Montpelier, VT, and the U.S. Embassy, Copenhagen, Denmark.

Curtis has agreed to loan FPOA one of his works, now installed at the Trapp Family Lodge in Stowe, VT. The title of the sculpture is “Thought Cage”, which carries this reflection of its inspiration.

“A Thought Cage can be contemplated from different viewpoints. Physically, each side presents a different viewpoint, yet all of them are equally true. When we are trapped in our own thought cages, we believe that our personal views are superior to other’s. This may or not be objectively true. The only escape from a thought cage is through an open mind.”

A photo of “Thought Cage” is attached. Details can be found at:

<https://www.christophercurtis.com/portfolio/thought-cage>

More information on the artist can be found at @ www.christophercurtis.com. Additional information is at Instagram: [#christophercurtis1](#). and www.sculpturetour2022.com

Curtis has agreed to provide transportation and installation services, which will be done upon completion of landscaping and improvements at Patricia Russell Park.

Marketing/Advertising – Press Coverage- Promotion of this project is essential to attracting a viewing public.

The Sentinel, My Keene Now, The Union Leader, Leader Transcript, Arts Alive, City of Keene- Social Media, Friends of Public Art social media. Website feature on established City forums.

Sculpture Project Particulars

1. **Description of art** - Granite, Steel- 8’x2’6”x2’6”- 2019- Carved from a column of stone, mounted on a steel base, *Thought Cage* is bold in its simplicity. The polished interior contrasts with the raw, unaltered exterior and the brutalist 1” thick steel plate base and clamp.
2. **Length of the Loan**- 12 months- Contract between Friends of Public Art and Element 3 Inc. EIN 04-3354351 (Artist)
3. **Location**- Patricia Russell Park

4. **Installed and removal-** Artist will be responsible for delivery, installation, deinstallation and recovery. Installation requires access to site by 18,000 lb. boom truck within 10 feet of site.
5. **Site requirements:** The 30"x 30" steel base rested directly on flat, level hardscape. The sculpture, weighing nearly one ton, is held upright by gravity. It has been in its current location since 2019. Any further anchoring required will be the responsibility of the site management. No electricity is needed
6. **Funding-** Installation costs and Insurance would be provided through the Grand Monadnock Rotary Foundation (Estimated costs \$1,200)
7. **Maintenance requirements:** No routine maintenance is required other than keeping the site free of detritus.
8. **Value** -Retail price of sculpture is \$23,000.00. Artist will pay sponsoring agency (Friends of Public Art) 10% commission if sold.
9. **Signage-** Artist will supply signage with QR code directing viewers to his website.
10. **Insurance-** Prudence would dictate precautions against spray paint vandalism. Being ready with graffiti removal and applying it quickly is wise. Lighting at the site would help, but not required. Insured value is 90% of retail or \$20,700.

The Parks and Recreation Department has communicated to us that it has reserved two spots in the newly created Patricia Russell Park for outdoor sculpture. I hope the above details for this project address the information you need in order for us to proceed. Please let me know if I can provide any additional information.

Sincerely,



Frederick W. MacMillan







CITY OF KEENE

R-2018-22

In the Year of Our Lord Two Thousand and Eighteen

A RESOLUTION COUNCIL POLICY: RELATING TO THE ACCEPTANCE AND PLACEMENT OF PUBLIC ART

Resolved by the City Council of the City of Keene, as follows:

WHEREAS: Public Art plays an important role in increasing the understanding and enjoyment of art by the community. Art is more accessible and visible to people when displayed in public areas. A key feature of Public Art is the importance of integrating art into the fabric of the community in order to enrich and enhance the physical attractiveness of the community. Public Art transforms spaces and provides a valuable contribution to the appreciation of the community and the quality of public places; and

WHEREAS: The City of Keene desires to participate in the promotion and display of Public Art to contribute to the unique identity of the City; enhance the City's economic and cultural vitality; and to encourage Public Art that is accessible to the public visually and physically.

NOW, THEREFORE, BE IT RESOLVED: Public Art may be located on public property in areas that are frequently visited, viewed, or accessed by the public. Locations may include public right-of-ways, intersections, City parks, City-owned property, and City-owned buildings, and

BE IT FURTHER RESOLVED: Artists and/or organizations wanting to create, provide, or develop Public Art shall submit a proposal to the Keene City Council that provides sufficient information for consideration of each proposal. When the City Council is considering Public Art, temporary or permanent, to be installed on, or in, property under City ownership or control it may consider:

- Whether the Public Art reflect aspects of the City's history, unique environment, cultural identity, or community at-large;
- Whether the Public Art aesthetically enhances public spaces or environments to which it relates or interacts;
- Whether the Public Art is commensurate in scale with its surroundings;
- Whether the Public Art is technically feasible to produce and to display;
- Whether the Public Art is unique and original and not mass produced or standardized;
- Whether the Public Art is durable, constructed of materials that will survive in the environment in which it will be placed, and reasonable to maintain in terms of time and expense;
- Whether the artist(s) and/or organization(s) submitting a proposal for Public Art can demonstrate that the artist(s) and/or organization(s) is (are) recognized by critics and peers as one who produces works of art;

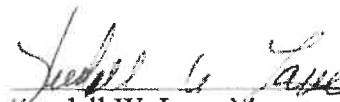
PASSED

- Whether the Public Art is in a location that allows for necessary maintenance;
- Whether the Public Art is designed to be reasonably protected from environmental degradation, damage, vandalism, or theft;
- Whether the Public Art is affixed to a structure or building and whether the structure or building is expected to remain in good condition for twenty (20) years;
- Whether the Public Art creates a public safety, health, or security concern.

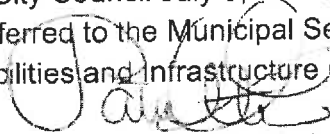
BE IT FURTHER RESOLVED:

- Temporary Public Art is intended to not be owned by the City, to remain in the care, control, and ownership of the artist(s) and/or organization(s), to be easily installed and removed, to be displayed for a specific period of time or on loan for an undetermined period of time, and as specified in a Memorandum of Understanding between the artist(s) and/or organization(s) and the City Council prior to display.
- Permanent Public Art is intended to be owned by the City, is attached to a structure or property owned by the City, is of a size or type of construction that it cannot be easily removed, and which the artist(s) and/or organization(s) agree to relinquish and transfer all rights of ownership and control to the City of Keene.
- Public Art proposals will be in writing and shall include the following minimum information.
 - A description of the proposed Public Art, including but not limited to, the name of artist(s) and/or organization(s) involved, description of the experience of the artist(s) and/or organization(s) in the production of the type of artwork, and information establishing that the artist(s) and/or organization(s) is recognized by critics and peers as one who produces works of art.
 - Whether the Public Art will be temporary and on loan to the City, or permanent and owned by the City.
 - Identification of the location of the Public Art.
 - A description of the Public Art that includes a proposed design which is commensurate in scale with the intended location, the size to scale, the dimensions of the physical space required, the materials to be used, the intended theme or context, and if temporary, the length of time of the display, and how the Public Art will be accessible to the public for viewing and enjoying.
 - Whether utility hookups are required.
 - How the Public Art is funded.
 - The anticipated maintenance requirements of the Public Art, including recurring expenses.
 - If temporary, identify how the Public Art will be removed and how the space will be restored to its previous condition.

- How the Public Art will aesthetically enhance public spaces or environments to which it relates or interacts.
 - Provide appropriate certification that the Public Art does not infringe upon any copyright or trademark.
 - Provide documentation as required by the City with respect to construction or installation of the Public Art.
- The artist(s) and/or organization(s) proposing Public Art shall provide appropriate insurance certificates and indemnification to the City during construction/installation, and/or during display, as determined by the City Council, through a license for temporary Public Art or in the construction documents for Permanent Public Art.
 - If the Public Art is not owned by the City, the artist(s) and/or organization(s) proposing the Public Art will be responsible for the expenses of monitoring, operation, maintenance, repair, and removal.
 - The City shall have the right, in its sole discretion, to determine when or if it is necessary that Public Art be removed from public display.
 - The City Council, in its sole discretion, shall determine whether Public Art is accepted for ownership by the City.
 - The City Manager is authorized to develop and administer rules and procedures to determine whether a proposal for Public Art is acceptable and complete for submission to the City Council for consideration; for the management, monitoring, installation, maintenance, repair, operation, and removal of Public Art, and to prepare appropriate and necessary documents for the transfer of the ownership of permanent Public Art to the City; and to adopt City Ordinances as may be necessary and appropriate.
 - The City will establish an expendable trust for expenses associated with commissioning, installation, monitoring, maintenance, repair, operation, and removal of Public Art.
 - For any Public Art intended to be owned by the City, the donor shall contribute to the City a sum equal to one percent (1%) of the construction cost of the Public Art, to be deposited into the expendable trust and used by the City for the monitoring, operation, maintenance, repair, upkeep, relocation, removal, or other requirements related to the Public Art.


Kendall W. Lane Mayor

In City Council July 5, 2018.
Referred to the Municipal Services,
Facilities and Infrastructure Committee.


City Clerk

A true copy.

Attest:



City Clerk

PASSED July 19, 2018



Alisa Arroyo
Safety Coordinator
Timken Aerospace
T 603.358.4757
Alisa.arroyo@timken.com

Alisa Arroyo
7 Optical Ave.
Keene, NH 03431
alisa.arroyo@timken.com
802-689-9218
5/7/25

Mayor Jay Kahn
Office of the Mayor
Keene
3 Washington St.
Keene, NH 03431

Subject: Request for Crosswalk Installation on Tiffin Street

Dear Mayor Kahn,

I am writing to formally request the installation of a pedestrian crosswalk on Tiffin Street, specifically between the Timken building and the adjacent parking lot.

Each day, over 50 employees and visitors cross this section of the road multiple times, yet there is currently no designated crosswalk to facilitate safe passage. It has been repeatedly observed that vehicles frequently travel at high speeds along this stretch, significantly increasing the risk of pedestrian accidents.

The lack of a marked crosswalk not only presents a daily safety hazard but also detracts from the town's commitment to providing safe infrastructure for its working residents. A clearly marked crosswalk, potentially paired with appropriate signage or traffic calming measures, would drastically reduce the risk, and promote responsible driving in the area.

We appreciate your continued attention to community safety and respectfully urge your office to consider this request. I would be happy to discuss the matter further or provide additional information as needed.

Thank you for your time and service to our city.

Sincerely,



Alisa Arroyo, GSP | Safety Coordinator

Timken Aerospace | 7 Optical Avenue Keene, NH 03431 | T: +1 603-358-4757

The Timken Company
Mail Code: KNE-01
7 Optical Avenue
Keene, NH 03431

Ian D. Matheson, CFI

15 April 2025

(Via email to plittle@keenenh.gov)

The Honorable Jay Kahn
Mayor of the City of Keene
3 Washington St. Keene, NH 03431

Re: Court Street Pedestrian Safety Risks

Dear Mayor Kahn and Councilmembers,

I am writing to you regarding my growing concerns with pedestrian safety on Court Street – specifically from Central Square to Mechanic Street – and the risks presented to pedestrians using the crossings. The concerns are not only for my safety but also for the safety of our most vulnerable populations. Moreover, these concerns are further exacerbated by the excessive speed of most motorists operating along Court Street. To be clear, this request is not for additional police enforcement of speed or yielding to pedestrians. While enforcement does have a place in mitigation, this will not address the underlying safety and community concerns alone.

The core concerns and issues live with the lack of visible signage and infrastructure to alter motorists of upcoming pedestrian crossings. Both pedestrians and drivers share a balanced responsibility for roadway safety; it is nearly impossible for this to occur when motorists are unaware of an upcoming crossing due to a lack of signage and clear markings in the roadway. Pedestrians are placed in a dangerous position when they must physically enter the roadway for a motorist to see them crossing and then stop within time. On more than one occasion, I have observed and experienced the fear of standing in the middle of the roadway, hoping that motorists will stop as they race to your front and rear. This is not a singular problem that blame can be cast upon one group over another – this is a societal problem, one that cannot be solved with some signs and enforcement. However, it can be mitigated.

Recently, I approached the Public Works department with these concerns. I was encouraged to send my concerns to them, and they would look into them to determine the best course of action. My request was for “some sort of pedestrian beacon or other traffic calming measure (to) be implemented”. I have attached several photos of the specific intersection of concern (Court Street and Mechanic Street). I was provided with the following response from the Public Works staff, “*The City has adopted the Federal "Manual on Uniform Traffic Control Devices" as our standard for signs and traffic controls. Traffic volume on Court Street in proximity to Mechanic Street is roughly 9,100 vehicles per day during the workweek based on the traffic data that is available to the City. The MUTCD recommends consideration of crosswalk enhancements (i.e. curb extensions, raised medians, pedestrian beacons, etc.) where "The road has four or more lanes of travel without a raised median or pedestrian refuge island and an ADT of 12,000 vehicles per day or greater" Court Street at this location has two lanes of traffic and does not exceed the threshold and Public Works does not recommend that the installation of a pedestrian active Rectangular, Rapidly Flashing Beacon (RRFB) be installed at this locations based on the Engineering Review of the location, the site specific traffic data and the MUTCD specified warrants.*”

I appreciate the adherence to the Manual of Uniform Traffic Control Devices; however, this response fails to address the lack of basic pedestrian crossing signage and alternative safety improvements. The lack of clearly visible cues (something that is present on other similar motorways in the City) to alert motorists and pedestrians leaves this section of the street unnecessarily dangerous to all.

Court Street Pedestrian Safety Risks
The Honorable Mayor and Council
15 April 2025

- 2 -

Therefore, I would appreciate time before you all to discuss this matter further. I fear that if this section of Court Street – and the various pedestrian crossings – are not reviewed further through additional consideration and dialogue, the outcome may be grave.

Very truly yours,
Ian Matheson
Ian Matheson

Encl.

Court St Crosswalks - Attachment 1

8 January 2025

Re: Court St Crosswalks - Attachment 1

Image 1: The red arrow indicates the crossing in question.



Image 1-a: Crosswalk at Court and Mechanic Street.



8 January 2025

- 2 -

Re: Court St Crosswalks - Attachment 1

Image 2: Facing north from the odd side of Court Street at the corner of Mechanic Street.



Image 3: Facing north from the even side of Court Street.



Image 4: Facing south from the even side of Court Street.



Image 5: Facing south from the odd side of Court Street, at the corner of Mechanic Street.



8 January 2025

- 4 -

Re: Court St Crosswalks - Attachment 1

Image 6: Pedestrian crossing from odd to even side.



8 January 2025

- 5 -

Re: Court St Crosswalks - Attachment 1

Image 7: Pedestrian crossing from odd to even side.



March 31, 2025

TO: City Council, City Manager, City Attorney, City Engineer and Mayor of Keene

RE: Safety Issues Associated with the Driveway at 82 Court St.

Dear Interested Parties,

Since 2021 we have been requesting that the parking spaces in front of our office building located at 82 Court St. be changed to eliminate at least 3 or 4 spaces to the north of our driveway. Our specific request in 2024, when we came before the Municipal Facilities, Service & Infrastructure Committee, was to have a minimum of a 30 ft. setback on the northern side of our driveway as a no parking area.

We would like to bring to your attention the fact that on Thursday, March 27, 2025, a 3-car accident occurred in front of 82 Court Street, with one of the passengers being a small child.

Upon speaking with the driver of the car exiting our driveway, she was very clear that she checked for traffic at least twice in both directions but could not see the small car coming south because of all the parked vehicles.

This continues to be a daily danger that is faced by every person exiting our driveway, including all the staff and clients of the 2 businesses located in our building. The accident today is not the first to occur over the last few years due to the same circumstances.

Visibility to the north of our driveway caused by parked cars is terrible.

When we addressed our concerns previously, there was discussion that any change in the parking configuration would have to apply to all parking from Main St. to School St. and "exceptions can't be made per property". We would STRONGLY disagree with this statement when safety is the concern.

We would also argue, that 82 Court Street is different than other properties near us and therefore should be treated as such when it comes to parking and public safety.

- We are a business with 15+ people coming in and out multiple times a day. On an average day I would estimate that cars are pulling out of our driveway no less the 25-30 times.
- We are the only **business** on the west side of Court Street north of our location
- Our driveway sits at the bottom of the incline on Court Street which makes visibility much worse than other Court St. properties
- Because we are at the bottom of the incline, we believe by the time traffic comes to our location, it is moving faster than the northern part of Court St.

Respectfully,



Cheryl A. Belair

Stephen B. Bragdon





Mayor Jay Kahn & Keene City Council
3 Washington St.
Keene, NH 03431

April 10, 2025

Dear Honorable Mayor Jay Kahn and City Council Members,

Dear Members of the Keene City Council,

On behalf of Keene Pride and several other local event organizations, I write to respectfully request the City of Keene consider incorporating XLR audio cables and fiber data cables, terminating to multiple RJ-45 jacks, into the downtown infrastructure. This investment would significantly enhance the capacity and quality of festivals and events held in our vibrant city center.

We propose that these cables be run through the following areas:

- Around Central Square
- Down Main Street, ending at Emerald Street
- Railroad Square
- Gilbo Avenue, extending to St. James Street
- Roxbury Street to the Hannah Grimes parking lot

These locations represent key spaces where many of Keene's most cherished public events take place. By installing this infrastructure, the city would enable seamless access to audio, music, data, and video connections—streamlining logistics, improving accessibility, and enhancing the overall experience for residents, visitors, and organizers alike.

We would also like to encourage the city to include some sort of ballast system that can be automatically deployed to close streets quickly and inexpensively in the downtown area for festivals and other events.

Moreover, the addition of fiber data lines could potentially support free public Wi-Fi in the downtown area, offering a valuable amenity that benefits businesses, tourists, and the community at large. This initiative has the full support of the following local organizations, whose signatures are also included on this letter:

- Keene Pride, organizers of the Keene Pride Festival



603-696-2927



www.keenepride.org



25 Roxbury St. #114
Keene, NH 03431

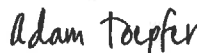


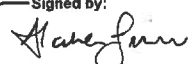
- The Keene Downtown Group, organizers of the Keene Ice & Snow Festival
- Let It Shine, organizers of the Keene Pumpkin Festival
- Keene Young Professionals Network, organizers of the Keene Food Festival

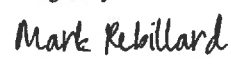
Together, we believe this infrastructure will have a lasting, positive impact on the success and sustainability of downtown events. We would be glad to work with city staff to discuss the technical requirements or help coordinate implementation.

Thank you for your consideration and continued support of Keene's dynamic and inclusive event community.

Sincerely,

DocuSigned by:

 908C1FA08751476...
 Adam Toepfer
 President, Keene Pride

Signed by:

 FA70AA43E27D49B...
 Alana Fiero
 President, Keene Young Professionals
 Network

Signed by:

 A3931C692EA9461...
 Mark Rebillard
 The Keene Downtown Group

Signed by:

 A184CCD1151E46A...
 Mike Giacomo
 Let It Shine, Inc.

DocuSigned by:

 1FFC8F42A6B8461...
 Alex Trombly
 AMT Productions



603-696-2927



www.keenepride.org



25 Roxbury St. #114
 Keene, NH 03431